

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 42.]

SATURDAY, OCTOBER 18, 1873.

[Whole No. 1,956, Vol. XXV. 46]

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American Railroad Journal.

New York, Saturday, October 18, 1873.

Incombustible Building Material.

At last we have it. If the material and the process we are about to describe briefly, will not afford complete guarantee against the ravages of fire, then we utterly despair of ever finding anything that will protect us against that demon of destruction.

In our issue of the 27th ult., we were led to inquire if there was not some method whereby the roofs especially of the more exposed buildings, such as railroad sheds, depots and the like, might be more effectually protected from the constant danger to which they are now necessarily exposed. That short paragraph has elicited information on the above subject of the highest importance and which we deem it our duty to lay before the public without delay and in the fullest manner that our columns will admit.

Experience has shown that marble, granite and other forms of building material, disintegrate and succumb in the presence of great heat; and brick, though considered superior to all other material commonly used in its resistance to fire, yet like them it proves no adequate safeguard during such terrible conflagrations as those of Chicago and Boston.

But there is a material that absolutely laughs at fire. Asbestos is the article referred to, and exists in great quantity in almost every State of the Union. It is a sort of semi-fibrous, mineral-like substance, found in the earth, appearing sometimes to be almost a mineral, then again it has a soft, silky texture; but in whatever form it comes, it invariably presents the same dogged, obstinate resistance to fire. It is not only absolutely incombustible, but is entirely water and weather proof, as well as the most perfect non-conductor of heat.

Any kind of structure composed in part or whole of iron, if properly and even cheaply coated with this substance, may bid defiance to the fiercest fire—a most valuable auxiliary to our iron manufacturers. It is also specially adapted as a weather coating for corrugated iron.

Asbestos, or Amianthus, for they are really one and the same substance, was well known to the ancients in the time of the Pharaohs, and how much further back towards Adam's time, we cannot trace; but that in those early days it was put to a variety of valuable uses we do know. In later ages, the means of utilizing this article have been lost or forgotten.

It seems to have been reserved to Gen. Joseph J. Bartlett, of this city, to have discovered or worked out again the means for making Asbestos useful in a thousand ways to mankind.

In fact it seems to us that Gen. Bartlett has really been instrumental in recovering one of the long lost arts—an art, too, destined we believe, by his researches and developing hand, to prove of incalculable benefit to present and future generations.

But let us hasten briefly to name a few of the innumerable uses to which this most valuable invention is adapted.

Prevention being always preferable to cure, as an auxiliary to fight the fire fiend, it is worth more than all the Fire Departments in the world. Indeed we are fully satisfied, that any house of however combustible material, if reasonably painted or coated over with this substance, would not be burnt down if a fire were kindled up all around it and in every room. It is our firm conviction, based upon observation and experiment with this sub-

stance, that had any wooden building suitably coated and sheathed with it, been placed in the hottest centre of the great Chicago conflagration, it would have come out unscathed, and stood there alone, when all others had utterly melted away.

We cannot afford space to enumerate all the uses of this great improvement; but in addition to the protection of buildings, the material itself, being both liquid and plastic may be moulded into any form the fancy dictates, and used for ornamental and decorative purposes wherever required. Any house at trifling cost, may have one or more rooms or closets made absolutely proof against fire for the safe keeping of valuables, &c.

Still another most valuable element is its remarkable facility for the reception and retention of all kinds of colors. In its limpid form, therefore, it may be used externally or internally as a paint, and thus secure every known color and shade, from the deepest navy blue, to the most delicate tints of orange or pink.

In slabs, blocks and even in thick coatings this material is susceptible of a very high polish, and hence is invaluable for statuary, tables, stands, panels, mantels and the like.

In roofing, it may be applied in immense sheets without seam or joint; and being impervious to the weather, and perfectly insensible to atmospheric changes, contraction and expansion, if any, are quite imperceptible.

Whether used in a plastic form, in coating, &c., or as paint with a brush, its power of adhesion is really wonderful, and all the same, whether laid upon wood or iron. Though temperature does not affect this substance, still there is a slight degree of natural elasticity about it, whereby it readily accommodates itself to the warping of wood or any degree of expansion, &c., of the iron or other material on which it may be laid.

In regard to the tenacity with which it adheres, we have ourselves tried to peel or chip off some of the coating shown us on a piece of sheet iron, but were unable to make any impression on the material whatever.

We also witnessed the following most severe test. A three-quarter inch pine board was produced on which was a coating of Asbestos about

one-eighth of an inch thick. Being laid on the floor in such a manner as to give opportunity for deflection, a gentleman weighing about 180 pounds jumped around on it in a very rough manner. A close examination showed only slight scratches from the heavy boot nails; no crushing, cracking or fracture whatever to be seen.

For interior decoration of all places where perfect immunity from fire is the great desideratum, this is just the thing; and in steamships and steamboats it is equally useful, and can be made extremely ornamental. It adjusts itself as readily to the shrinkage of wood as to the expansion of metals, and can be applied while the vessels are in service, and without the least interference with their ordinary business.

We venture the prediction, that ere long this article will be turned to the manufacture of the various kinds of fancy ware that are now made of lava, china, porcelain, &c. Indeed we have already seen a box or jewel case so made, and which might be placed in a heated furnace; and such is the heat-repelling power of Asbestos, that the delicate works of a watch or jewels placed therein, receive no injury.

In our judgment, this invention of Gen. Bartlett is destined to revolutionize several of the trades, and notably the safe and vault manufacturing business. And we might add, a strange thing to our mind is, the fact, that no one of our safe makers, has yet had the shrewdness to secure the right of using this material in the composition of his safes; for it is well known they would thus be made absolutely fire-proof, under any amount of the hottest roasting. With the Asbestos prepared under this process and suitably worked into these structures, entire immunity from fire would be reached, and absolute perfection in safe making attained.

This invention of Gen. Bartlett, duly secured by Letters Patent, is not of course for the discovery of Asbestos, but for the means and processes of preparing, working and applying it.

A company has been organized under the name and style of "The Indestructible Building Material Company" of New York, Gen. Jos. J. Bartlett, President, office at 194 Broadway, and already business is offering, almost to the extent of their working capacity.

In a word, we look upon the utilization of this hitherto worthless substance, to the thousand and one purposes for which it is adapted, as one of the leading improvements of the day; and in point of importance, well deserves to rank in the same line of invention as the steam engine, the electric telegraph and the sewing machine.

Western Union Telegraph Co.

At the annual meeting of the stockholders of this company, held on the 8th inst., the following gentlemen were elected directors: Wm. Orton, James H. Banker, Alonzo B. Cornell, Harrison Durkee, Norvin Green, Joseph Harker, Edwin D. Morgan, Augustus Schell, W. K. Thorne, C. Vanderbilt, Frank Work, Chester W. Chapin, Ezra Cornell, Cyrus W. Field, Wilson G. Hunt, David Jones, O. Livingston, Geo. H. Mumford, O. H. Palmer, Geo. M. Pullman, E. S. Sanford, Hiram Sibley, John Steward, Moses Taylor, W. H. Vanderbilt, W. R. Vermilye, E. B. Wesley, Stillman Witt, and E. D. Worcester. At a subsequent meeting of the

directors, the following officers were chosen: President, William Orton; vice-presidents, A. B. Cornell, Aug. Schell, Norvin Green, Geo. H. Mumford and Harrison Durkee; executive committee, William Orton, A. B. Cornell, Jas. H. Banker, Norvin Green, Harrison Durkee, Jos. Harker, Edwin D. Morgan, Aug. Schell, W. K. Thorne, C. Vanderbilt and Frank Work.

The report of the President for the fiscal year ending June 30, 1873, was presented. From this we learn that the amount of capital stock on that day was \$41,073,410, of which there was outstanding \$33,778,175 and owned by the company \$7,295,235. The debt of the company on that day was \$6,038,410, of which there was due on October 1, 1873, for American Telegraph Company bonds, \$89,500; in November, 1875, for Western Union Telegraph currency bonds, \$4,448,900; in November 1902, for Western Union Telegraph gold bonds, \$1,500,000.

The gross receipts of the company for the year, from all sources were \$9,333,018 51; the gross expenses, \$6,575,055 82; and the net earnings, \$2,757,962 69.

This amount has been applied as follows:

Construction and purchase of new lines.....	\$1,242,205 97
Interest on bonds.....	317,793 00
Real estate.....	62,214 40
Purchase of sundry stocks of Telegraph Companies in Western Union Company's system.....	41,577 69
Paid for \$50,000 Western Electric Manufacturing Company's stock..	39,000 00
Patents (on account of Stearns Duplex).....	19,258 00
Miscellaneous.....	401 50
Total.....	\$1,722,450 56
The balance carried to the credit of income account.....	1,035,512 13
Total.....	\$2,757,962 69

On the 1st of July, 1872, the company were operating 62,032 miles of line and 137,190 miles of wire, using 5,237 offices. A year later, the lines in operation were 65,767, the miles of wire 154,471, and the offices used, 5,740. The increase during the year has been 3,725 miles of line, 17,281 miles of wire, and 503 offices. The number of messages sent during the year ending June 30, 1872, were 12,444,499, and for the year ending June 30, 1873, 14,456,832, an increase of 2,012,333. The average tolls collected upon each message for the year were 61 cents, the average cost of transmission 42 cents, and the average profit per message 19 cents. During the past year \$706,789 58 was expended for repairs of the line, and \$632,753 for reconstruction.

The net profits of the company for seven years from July 1, 1866, to June 30, 1873, have been \$20,312,618 81. Of this sum \$4,867,289 34 has been distributed in dividends to stockholders, and \$2,216,194 98 was paid for interest on the company's bonds. The Western Union has purchased during the past year the control of the International Ocean Telegraph Company, whose lines extend from Lake City, Florida, to Havana, Cuba, at a cost of \$1,038,400. They have also secured a majority of the stock of the Pacific and Atlantic Telegraph Company. They are now operating more than 150,000 miles of wire, and during the past two years have been extending at the rate of 20,000 miles of wire per annum. They have ex-

ended up to July last on the new building at the corner of Broadway and Dey streets the sum of \$1,224,981 70, and it is expected that it will be finished early next spring.

For the construction, reconstruction and repair of lines there were used 141,498 poles, 261,715 cross arms, 1,033,270 insulators, and 1,103,265 pins and brackets. There were in the employ of the company on the 30th of June, 1873, 9,196 persons. Of these four were general superintendents of divisions, 29 superintendents of districts, 5,514 managers and operators, 1,830 messengers, 661 clerks, 539 foremen of construction and repairmen, 116 mechanics in factories, 84 battery-men and 275 miscellaneous. There were in use on the lines of the company at that date 6,250 sets of instruments for reading by sound, 1,373 recording instruments, 8,601 relay magnets, 8,905 transmitting keys, 227 repeaters, 15 printing instruments, 94 sets of duplex instruments, 2,662 switch boards, 3,472 cut-offs, 3,029 lightning arresters, 21,777 cups of main battery, and 11,717 cups of local battery. The cost of new instruments and apparatus supplied during the year was \$140,877 52, and of battery material and supplies, \$146,793 68.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1872 and 1873, were as follows:

	1871-'72.	1872-'73.
From passengers.....	\$3,280,654 06	\$3,509,702 28
" freight.....	7,521,275 09	8,614,260 25
" express.....	232,484 16	237,530 75
" mail.....	208,862 17	205,337 31
" miscellaneous.....	178,885 96	169,776 16
Total.....	\$11,402,161 44	\$12,736,606 75

Expenses, viz:

Repairs of engines..	\$536,780 42	\$680,777 64
" cars.....	669,970 74	920,622 70
" buildings.....	114,333 36	131,408 87
" fences, etc.....	78,647 11	80,897 99
" bridges.....	148,846 10	175,545 94
" track.....	1,458,516 39	1,616,968 56
" tools, etc.....	91,986 99	148,858 19
Fuel used by locomotives.....	682,110 59	833,046 06
Fuel and lights used in cars and at stations.....	120,515 97	135,458 85
Oil and waste used..	85,926 62	114,712 32
Office and station furniture and exp.....	55,803 12	68,603 59
Furniture & fixtures for cars.....	12,084 16	20,804 38
Foreign agents.....	41,272 01	44,721 96
Advertising.....	11,391 96	16,227 20
Stationery, etc.....	68,814 43	62,961 39
Engineers, etc.....	544,704 93	637,952 54
Conductors, etc.....	349,363 05	409,780 23
Laborers and switchmen.....	636,409 07	724,469 95
Agents and clerks at stations.....	457,579 04	560,360 18
Superintendence.....	92,611 97	117,986 44
Rents.....	24,828 73	21,089 92
Loss and damage.....	77,728 78	76,291 57
Injury to persons.....	48,163 18	55,988 00
Teaming freight, etc.....	9,130 01	9,826 59
Insurance.....	.....	12,145 00
Miscellaneous exp.....	51,681 99	49,821 97
Operating exp.....	\$6,463,100 72	\$7,776,168 13
Taxes.....	235,845 67	309,787 59
Losses, expenses and renewals account.....	.....	.....
Chicago fire.....	111,079 51	82,280 99
Total expenses..	\$6,810,025 90	\$8,178,236 71

Balance of earnings. \$4,592,195 54 \$4,558,370 04

From which deduct—
Interest on bonds
(\$1,406,838 01, less
received for inter-
est and exchange
\$49,953 21)..... \$1,356,884 80
Sinking funds..... 88,120 00
Rent of Chicago, Iowa
and Nebraska R. R. 389,407 50
Rent of Cedar Rapids
and Missouri River
Railroad..... 530,015 59
Dividends on Chicago
& Milwaukee Rail-
way stock..... 1,028 62
2,374,456 51

Net earnings for the year..... \$2,183,913 53
From this amount, dividends of 3½
per cent were declared on both
the common and preferred stocks
in December last, and a dividend
of 3½ per cent also declared on
the preferred stock for the six
months ending May 31, 1873,
amounting in all to the sum of..... 2,019,640 00

Leaving a surplus for the year of \$164,273 53
To which add the balance standing
to credit of income account on
the 31st of May, 1872..... 1,465,694 31

Leaving balance to credit of income
account May 31, 1873..... \$1,629,967 84

It will be seen that the gross earnings were \$12,736,606 75, against \$11,402,161 44 the previous year—a gain of \$1,334,445 31, or 11.70 per cent. The operating expenses were \$7,776,168 13, equal to 61.05 per cent of the gross earnings, against 56.68 per cent in the previous year; and including increased taxes, and renewals on account of the Chicago fire, they were \$8,178,236 71, or 64.21 per cent, against 59.72 per cent for the preceding year. The net earnings after deducting all charges against the property for operating expenses, taxes, renewals, rent of Iowa leased roads, sinking funds, dividends on Chicago and Milwaukee Railway stock, and interest on the bonded debt, amount to \$2,183,913 53 for the year, and are \$434,410 25 less than the amount for the previous year. The difference, resolved into specific items, shows that \$284,890 46 accrued from interest on increased bonded debt; \$43,000 on account of sinking funds; \$71,812 67 on account of rentals for increased business on Iowa leased roads; \$941 62 on account of Chicago and Milwaukee stock dividends, and the balance, \$33,765 50, is the excess of gain of expenses over the gain of earnings for the year.

The item of interest paid on increased bonded debt is disproportionate to the revenue derived from the new miles of road added during the year from the unfinished works of the company, as these works, when completed as main lines, will increase their traffic and greatly augment the earnings of the future.

The Common stock has been increased \$100, for stock issued in exchange of Beloit and Madison Railroad stock, and \$182,000 issued in exchange for Peninsula Railroad bonds converted, making \$182,000 issued, (less \$60 of Common stock scrip, canceled), or a total increase of \$182,040 of Common stock.

The preferred stock has been increased \$182,000 for Peninsula bonds converted, and \$234,400 in exchange for the same amount of Chicago and

Milwaukee Railway stock. Total increase, \$416,400 of Preferred stock.

During the year the amount of \$419,000 of Consolidated Sinking Fund Currency bonds, and \$9,000 of Chicago and Milwaukee Railway Company Consolidated bonds have been issued, in exchange for the same amount of Appleton Extension bonds, Green Bay Extension bonds, Funded Coupon bonds, Galena and Chicago, Elgin and State Line, Peninsula, Beloit and Madison, bonds and Old Chicago and Milwaukee and Milwaukee and Chicago Railroad bonds taken up and canceled, during the same period, (excepting a \$500 General First Mortgage bond, which was canceled in 1871,) making the total amount of Currency bonds outstanding at the close of the year the same as at its beginning, save the increase of \$500, for the bond canceled in 1871, for which no issue had before been made.

The total amount of Currency bonds outstanding at the end of the year, including Chicago and Milwaukee and Beloit and Madison bonds, was \$14,624,500; the description of which will be found in General Balance Sheet.

The issue of Gold bonds, stated in the last Annual Report, for the purpose of constructing the Extension from Fort Howard to Escanaba, 114 miles, and the Madison Extension, about 129 miles, amounted to..... \$5,850,000 00

To which should now be added, the issue during the last year of the New Consolidated Gold bonds of the company amounting to..... 4,534,000 00

Making a total of Gold bonds, of... \$10,384,000 00

The property of the company, included in the foregoing statement of its affairs, is represented by

Common stock and scrip..... \$14,993,020 40
Preferred do. and do..... 21,484,063 42

\$36,477,083 82

Currency bonds..... \$14,624,500

Gold bonds..... 10,384,000

25,008,500 00

Surplus of Income Account..... 1,629,967 84

Total..... \$63,115,551 66

For which, there is the cost of the railroad and equipment at consolidation in 1864..... \$39,979,262 62

New construction and equipment since that time..... 22,106,835 98

Balances of sundry accounts..... 299,795 36

Cash on hand..... 729,657 70

Total..... \$63,115,551 66

The extent of road in operation on the 31st of May, 1872, (not including the lines of the Iowa Midland, the Winona and St. Peter, and the La Crosse, Trempealeau and Prescott roads, whose operations are not embraced in the earnings and expenses of the Chicago and North Western,) was 1,314.10 miles; the number of miles in operation on the 31st of May, 1873, was 1,459.52, being an increase of 145.42 miles during the last year.

This increase is composed of 20.42 miles of extensions and short branches, made necessary to accommodate new mines and increased production of iron ore on the Peninsula Division; of 64.6 miles of new road from Escanaba to Menominee, and 0.3 of a mile from Menominee to Marinette, which forms the last link in the connection of our line of railway between Chicago and Negaunee;

of 43.5 miles of the Madison Extension, put into operation as the line progressed during the year; of 8½ miles constructed between Tipton and Stanwood, connecting with the Iowa Division; of 8 miles of the extension of the St. Charles Branch to the stone quarries in the town of Batavia, on the Galena Division, and of 5 miles built to connect the Wisconsin and Galena Division tracks just outside of the city limits, on the west of the City of Chicago—in all, 145.42 miles of new road, of which 108.5 miles are on the main lines, and 36.92 miles are distributed on the various extensions and branches, for the better development and working of the main lines.

A considerable portion of the 145.42 miles of increased road was not put to use till late in the year, and including the branches to the mines, and the Chicago Cut-off track, whose operations gave additional facilities for working the road rather than contributed to its earnings, the average number of miles in operation may be stated at 1,382.18, or an actual increase of 68.08 miles for the whole fiscal year:

Of the above mileage there were, on the
Wisconsin Division..... 364.27 miles.
Galena "..... 305.11 "
Iowa "..... 359.39 "
Madison "..... 145.75 "
Peninsula "..... 122.66 "
Milwaukee "..... 85.00 "
Total..... 1,382.18 miles.

Exclusive of construction expenditures on account of other railways which are owned and controlled by this company, the amounts expended for construction purposes and for the equipment of the Chicago and North Western during the past year, have been as follows:

For the extension from Fort Howard to Escanaba, (now in operation,) including new ore dock at Escanaba, \$1,555,254 24; for extensions to iron ore mines on Peninsula Division, \$149,861 84; for extension to Breen Mine, \$10,472 64; for changing main line, Syene to Madison, \$20,880 96; for account of the Madison Extension, (now nearly completed,) \$1,554,644 48; for St. Charles Branch, \$1,042 75; for Batavia Branch \$66,764 94; for right of way and depot grounds, \$3,286 94; for construction of new buildings, \$54,867 85; for construction telegraph, \$84 75; for renewals with steel rails, being the difference in cost between iron and steel, to replace the former, \$48,087 92; for new side tracks, \$142,225 58; for balance due on Bain rolls for repairing rails \$31,397 75; for new Cut off Branch Road, near Chicago, (completed,) \$162,333 19; for Clark Street Viaduct, Chicago, \$16,458 55; for Canal Street Viaduct, Chicago, 3,675 17, (less \$13,608 40, received from other companies on account of tracks and viaducts in Chicago;) for account new shop grounds, new engine house and new repair shops near Chicago, 152,134 65; for new building for general offices in Chicago, \$13,500; for discount on securities provided for construction purposes, \$472,795 92; for new engines, \$416,742 57; for new iron ore cars, \$329,592 25; for new passenger, baggage, mail, freight and working cars and car equipment, \$690,929 14; making the amount of \$4,446,116 72 expended for construction, and \$1,437,263 96 for equipment. Total, \$5,883,380 68.

To provide for these outlays, and to complete and equip the railroads connected with our system and belonging to the company, mention of which will be made in subsequent pages of this report, and to put the property in a condition of highest efficiency for economical and successful operation—now made imperative in view of the largely increased traffic on its older lines—by the substitution of steel rails for iron, and by constructing iron and stone bridges as fast as such renewals can properly be made; and to provide

new machine shops, of sufficient capacity to enable the company to combine and consolidate its present old, inadequate, outgrown and expensive shops at Chicago, and to supply requisite housing for its largely increased locomotive equipment, and for general improvements of this character, the company concluded, in November last, to create a new mortgage on all its railroad, equipment, franchises, leaseholds, land grant lands, and all other property—subject to existing liens—of sufficient amount not only to provide means for the above purposes, but also to embrace provisions for the ultimate consolidation of its entire bonded debt, and the bonded debt of the other railroads owned and controlled by this company, now existing under separate organizations, whenever the said railroads shall become consolidated with the Chicago and North Western Railway Company. To this end a new mortgage was created, with the Union Trust Company of New York as trustee, authorizing the issue of \$48,000,000 of seven per cent. Consolidated Gold bonds, running thirty years from the first day of December, 1872, in registered coupon form, at the option of the purchaser, with interest payable in gold at the office of the company in the city of New York, on the first of June and December in each year, and a sinking fund after the first year established, of one per cent on the amount outstanding in each and every year thereafter. Of this issue, the amount of \$18,749,500 of the bonds is reserved, and can only be issued at the option of the company, for and in place of the like amount of other issues of bonds which constituted at that date all of the outstanding bonded debt of this company, and of the companies embraced in the consolidation, as specified in said mortgage; and there is also reserved in said mortgage the further amount of \$16,599,500 of bonds to provide, in like manner, for the retirement and exchange of the bonds of other companies, for which this company is liable, by ownership and control of the roads, viz.: of \$1,724,500 of Chicago and Milwaukee Railroad line currency bonds; of \$1,350,000 of the bonds of the Iowa Midland Railroad Company; \$1,000,000 bonds of the La Crosse, Trempealeau and Prescott Railroad Company; \$9,025,000 of bonds of the Winona and St. Peter Railroad Company, and \$3,500,000 of the bonds of North Western Union Railway Company, upon consolidation of these companies respectively with the Chicago and North Western Railway Company. All of which reservations are specifically set forth in the mortgage. The total amount so to be reserved is \$35,349,000, and the residue, to wit, \$12,651,000, is authorized to be issued for uses of the company. As before stated in the description of the bonded debt, \$4,534,000 of these bonds were sold during the last fiscal year.

The important work of construction in which this company is interested are rapidly approaching completion, and by the first of October next, or sooner, the entire line of the Madison Extension, and of the North Western Union Railway, between Milwaukee and Fond du Lac, and of the Winona and St. Peter Railroad Company, will be in successful operation. Trains have been running regularly over the extension, between Fort Howard and Escanaba, since last December, and the result of the traffic fully justifies the anticipations of that enterprise; the steamboats, which before were necessary to connect the line between these points by navigation of Green Bay, have since been sold.

Besides these outlays for the Chicago and North Western, the further sum of \$4,578,773 23 has been expended during the year for construction on other lines, which are embraced in the system of roads operated by this company, and included in the provisions of the general consolidated mortgage last created, to wit: For construction of the extension of the Winona and St. Peter Railroad to the Minnesota State Line, \$1,979,930 20; for the same in Dakota, \$193,992 01; for the Mankato Branch, \$4,812 16; for account of the Mississippi River Bridge at Winona, \$3,291 97; for the La Crosse, Trempealeau and Prescott Railway, \$7,979 69; for the Stanwood and

Tipton Branch, \$144,482 47; for the State Line and Union Road to Geneva Lake, \$2,495 11; for the Iowa Midland, \$28,509 25, and on account of the North Western Union Railway, between Milwaukee and Fond du Lac, including extensive and valuable depot grounds in Milwaukee, \$2,213,280 47.

The aggregate sum expended by all these corporations during the year, for construction and equipment purposes, amounts to \$10,462,154 01, apportioned as follows:

Chicago and North Western Co.:	
Construction	\$4,446,116 72
Equipment	1,437,263 96
	\$5,883,380 68
Winona, and St. Peter R. R. Co.	2,173 922 21
Winona, Mankato and New Ulm Co.	4,812 16
La Crosse, Trempealeau and Prescott R. R. Co.	11,271 66
Stanwood and Tipton Co.	144 482 47
Iowa Midland R. R. Co.	28,509 25
State Line and Union R. R. Co.	2,495 11
North Western Union Railway	2,213,280 47

On some accounts, the last year may be regarded as exceptional to any that has preceded or that will follow it, in completing or bringing to an approximate close many large and important works of construction that could not be postponed without loss, especially in respect to the land grant roads.

The total quantity of land secured to the entire line north of Fort Howard, by completion of the extension of last year, is computed at a little more than 1,000,000 acres. Many of these lands are well timbered, and it is not unreasonable to suppose that some may contain valuable deposits of iron ore. Steps are being taken to examine and ascertain their value, which will constantly appreciate and add to the worth of the company's property.

Various improvements on all the lines of the company, and a further increase of equipment, which was indispensable to the business, have been supplied, and are mentioned in the general manager's report. Ample grounds, lying just west of Chicago limits, have been acquired for new engine house, machine and car shops, and buildings for a large part of these works are far advanced.

Of the lines under construction, owned by this company, the Winona and St. Peter was a land grant road, and the time for its completion expired on the 3d of March last. This road would have been finished last fall, but for the early winter which set in in November, and made further progress impossible. An extension of six months' time was granted by Congress, and the line will be fully completed within that period. The quantity of land which will be obtained for the extensions made since the purchase of the road in 1867, is estimated at upwards of 1,200,000 acres. The land is of the best quality to be found in either Minnesota or Dakota, and with great quantities of Government land on the alternate sections; now for the first time opened up to settlement, will attract early occupation and improvement. It will be the policy of the company to encourage actual settlers, and to build up traffic for the railroad, by the sale of lands at low prices, and minimum rates for transportation.

The only other work of large proportions which had been undertaken in the interests of this company, was the Fond du Lac Division of the North Western Union Railway. This line, of 62.7 miles, was put under contract, from Milwaukee to Fond du Lac, last summer, is nearly completed, and will be in readiness for the fall traffic.

The necessity for this line to protect our business north of Fond du Lac, from the effect of the competition of new roads on shorter lines to Milwaukee and Chicago, was none to soon seen and provided for. With this connection, a new route for all that region is opened to Milwaukee, a fine local business insured, and by the use of this line, and of our Chicago and Milwaukee road, a shorter route by at least 29 miles is made for all the Chicago business.

The original conception of the North Western

Union Railway to provide this line and the branch between Milwaukee and Lodi, has only been partially realized.

Great encouragement was had from some of the most substantial citizens in active business in Milwaukee, that material aid would be gladly rendered to put the enterprise on its feet, but subsequent experience proved the error of this view, and that portion of the road extending to Fond du Lac has been built at great expense for necessary depot grounds, and right of way in Milwaukee, and at a cost of over \$2,200,000, without equipment. These enormous outlays, except in the most imperative cases for the protection of the property, cannot be afforded, and however disappointed the company may be in not bringing its Madison Extension line, and the La Crosse, Trempealeau and Prescott, and Winona and St. Peter roads, with their valuable trade and products, in direct communication with Milwaukee by the Lodi line, it has saved the expenditure of its construction, at a time when the importance of other enterprises demanded the best efforts of the company.

The earnings and expenses of the several roads owned by this company, whose business is not included in the earnings and expenses of the Chicago and North Western Railway Company, are as follows, for the year ending May 31, 1873:

Winona and St. Peter	\$718,924 98
La Crosse, Trempealeau and Prescott ..	230,551 19
Winona, Mankato and New Ulm	4,690 65
Iowa Midland	84,781 16

\$1,038,947 98

Their operating expenses and taxes were	\$748,842 55
Their interest on bonds	606,392 46

\$1,354,235 01

showing a deficiency of \$315,287 03 in the operating of these roads for the year.

The earnings of the Winona and St. Peter give no fair criterion of the results which may be expected when the whole of that road shall be finished, and connected with our main lines, by the completion of the Madison Extension. Its business is now rapidly increasing, the month of June, since the close of the last fiscal year, showing gross earnings of \$117,700, against \$63,400 for the same month in 1872. A large increase is anticipated for the entire year.

The La Crosse, Trempealeau and Prescott is self-sustaining, and affords a margin of profit for repayment of the advances made to it by this company. The Winona, Mankato and New Ulm is a short branch to Mankato, whose business can never be very remunerative in competition with other lines at Mankato; but the traffic it contributes as a feeder to the Winona and St. Peter, is of more account than its own local earnings.

The Iowa Midland has not proved profitable as a local line, and the benefits it confers as a feeder to the Fulton Air Line at Clinton, can only be estimated by the increase of traffic which it furnishes to and from Chicago on the Galena Division. Full balance sheets of all these roads, as combined in their accounts with the Chicago and North Western, are appended in the last pages of this report. By reference thereto, it will be seen that in case the entire deficiency which has ever accrued in operating these roads, shall be taken from the balance of income account belonging to the Chicago and North Western Company—which stood at \$1,629,967 84 at the close of the last fiscal year—there will still remain a clear balance of income, over and above the total deficiencies of all the combined roads, of \$764,264 91, on the 31st of May last.

It is believed that the time is not far off when these roads, taken together, will prove self-sustaining and valuable feeders to our trunk lines, and become profitable in their net results, aside from the value of the lands which, by the construction of the Winona and St. Peter road, are secured to that company.

A contract has been entered into with the Green

Bay and Lake Pepin Railway Company, whose road extends from Green Bay, west, about 200 miles, entirely across the State of Wisconsin, for the use of a portion of the La Crosse, Trempealeau and Prescott Railway and the Mississippi River Bridge, for the western terminus of that road to reach the city of Winona. This arrangement will bring the large lumber regions traversed by the Green Bay and Lake Pepin Road in easy communication with the prairies of Minnesota and Dakota, and will furnish to the farmer a choice of markets for his grain at either of the three principal grain ports of Lake Michigan—Chicago, Milwaukee or Green Bay—by the most direct and shortest routes of transportation.

The general condition of the entire property has been improved by the addition of facilities afforded by new construction and equipment, and by the renewals and repairs put upon the road during the last year. The greatest economy of operations is, however, attainable only by the substitution of steel rails on all our main lines, where the traffic is heavy, and where the destruction of iron reaches its maximum at great cost to the company. The first important step has been taken, and ten thousand tons of steel rails have been ordered, which will be laid down as fast as they can be delivered within the next ensuing few months. Constant progress must be made in this direction, until the entire track shall be renewed with steel. This, with sufficient equipment, will constitute the chief want of the company hereafter for the movement of the large traffic which will press upon the road, when all its three trunk lines shall become connected and continuous as great thoroughfares of commerce.

The company had on the 31st of May last 219 first-class, 29 second class, and 53 switching locomotives; total, 801. Of these 159 are wood burners and 142 coal burners. The car equipment consists of 131 first-class and 27 second-class passenger cars, 4 business, 125 caboose and way, 65 baggage and express, 15 mail, 18 boarding, 4,151 box, 1,009 platform, 386 stock, 25 dump, 1,955 iron ore, and 11 wrecking, etc., cars.

The number of passengers carried during the year was 2,479,202; do. carried one mile, 111,071,927. Number of tons of freight carried, 2,958,390; do. carried one mile, 366,475,480. Earnings per passenger, \$1.41; earnings per ton \$2.91. Earnings per passenger per mile, 3.16 cents; earnings per ton per mile, 2.35 cents.

GENERAL BALANCE SHEET, May 31, 1873.

Old construction:	
Cost of road and property in accordance with terms of consolidation, to May 31, 1872.....	\$39,976,662 62
For purchase of stock of the Beloit and Madison R. R. Co. during the year ending May 31, 1873..	100 00
For purchase of stock of the Chicago and Milwaukee Railway Co. during the year ending May 31, 1873.....	2,500 00
	\$39,979,262 62
New Construction:	
Balance to debit of this account May 31, 1872.....	10,386,492 63
New construction for year ending May 31, 1873.....	4,446,116 72
New Equipment:	
Balance to debit of this account May 31, 1872.....	5,836,962 67
New engines and cars for year ending May 31, 1873.....	1,427,263 96
General assets.....	\$3,912,489 18
Less liabilities.....	1,506,804 03
	2,405,685 15
Materials on hand.....	1,581,742 18
	\$66,023,525 93

Common stock	\$14,993,020 40
Preferred stock.....	21,484,063 42
Funded debt:	
Preferred S. F. bonds.....	\$1,245,500 00
Appleton Ext. bonds.....	147,000 00
Green Bay Ext. bonds.....	284,000 00
Funded coupon (interest) bonds.....	750,000 00
General First Mortgage bonds.....	3,588,000 00
First Mort. bonds of G. & C. U. R. R. Co.....	1,775,000 00
Second Mort. bonds G. & C. U. R. R. Co.....	938,000 00
Elgin and State Line purchase bonds.....	129,500 00
Mississippi River Br. bonds.....	200,000 00
Seven per cent. equipment bonds.....	101,000 00
Consolidated S. F. currency bonds.....	3,105,000 00
First Mortgage bonds Peninsula R. R. of Michigan	331,000 00
	12,594,000 00
First Mort. bonds C. & M. R. R. Co.....	\$389,000 00
Second Mort. bonds M. & C. R. R. Co.....	182,000 00
Third Mort. bonds M. & C. R. R. Co.....	9,500 00
First Mort. bonds C. & M. R. W. Co.....	1,144,000 00
First Mort. bonds B. & M. R. R. Co.....	306,000 00
	2,030,000 50
Madison Extension gold bonds	\$3,150,000 00
Menominee Extension gold bonds.....	2,700,000 00
General Consolidated gold bonds.....	4,534,000 00
	10,384,000 00
Floating debt.....	\$4,855,541 01
Less assets.....	2,057,566 74
	2,797,974 27
Balance due D. N. Barney et al., on Winona and St. Peter Railroad purchase.....	110,000 00
Income account—balance to credit May 31, 1873.....	1,629,967 84
	\$66,023,525 93

President.—ALBERT KEEP.

Vice Pres't. Sec. and Treas.—M. L. SYKES, JR.

Directors.—A. G. Dultman, Geo. S. Scott, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, David Dows, R. P. Flower, Francis H. Towns, New York; Wm. L. Scott, Milton Court-right, Erie; Albert Keep, John F. Tracy, Henry H. Porter, Wm. H. Ferry, Chicago; B. F. Allen, Des Moines, Iowa; J. L. Ten Have, Frzn, Amsterdam, Holland.

Asst. Secretary and Treasurer.—S. O. HOWE.

General Manager.—JAMES H. HOWE.

Gen'l Superintendent.—MARVIN HUGHITT.

By the mutual consent of all parties interested, Mr. Lewis Rice of Boston and William J. Harrison of Alabama have resigned their position as receivers of the Alabama and Chattanooga Railroad, to be succeeded by Mr. A. Murdock, president of the Mobile and Ohio Railroad Company, and Mr. J. Foster Elliott of the banking house of Duncan, Sherman & Co. of New York. This arrangement secures to the road important connections with prominent southern railroads, which will greatly add to its passenger and freight business, and also places its financial matters on a basis that will compare favorably with the first-class railroads of this country.

Northern Pacific Railroad.

A statement by Mr. A. B. Nettleton, trustee's agent of the Northern Pacific Railroad, dated at Philadelphia, on the 8th instant, undertakes to give a definite account of the present condition of the road. The company have built and equipped 428½ miles, embracing the Minnesota and Dakota divisions of their road, extending to Bismarck on the Missouri river; and the Pacific division, nearly completed, is 105½ miles long. Adding 24 miles of main line between Thompson Junction and Duluth, jointly owned and used by the N. P. and L. S. & M. Railroad Companies, and 181 miles of the latter road, leased by the former, the whole length of the road operated by the Northern Pacific is 740 miles. It is expected that the Pacific division will be complete by November 10. Freight and passenger trains are running on all the divisions. The Minnesota and 65 miles of the Pacific division have been accepted by the government, and the Dakota division is ready for examination. The policy of the company has been to make each completed section as nearly as possible independent of through connections, and to constitute them with allied lines a remunerative transportation system in themselves. Thus the Eastern division has railroad and water connections at Duluth, St. Paul, Minneapolis, and the crossing of the Red River, and at Bismarck, the present end of the track, with steamers on the Missouri. The Pacific division connects with a steamer line navigating the Columbia River, and three-fourths of whose shares are controlled by the road; also at Tacoma, its northern terminus, with the boats of the North Pacific Steamship Company. The traffic of this division indicates that it will be more than self-sustaining at the outset.

The earnings of the several completed sections have equalled the expectations of the company's officers, and have shown a fairly rapid increase from the beginning. It is believed that the time required to develop the business of the road now constructed to such an extent that the net earnings will meet the interest on its cost will not exceed the period required for the average of new roads. The rolling-stock of the road consists of the following: 72 locomotive engines, 22 passenger cars, 6 mail and baggage, 4 immigrant, 25 dump, and 1,525 box and platform freight cars.

The number of acres sold up to the present time, fifteen months after the date of the first conveyance, is 59,353—equivalent to 94 square miles. This is exclusive of several tracts aggregating some 200,000 acres, selected by colonies and reserved for them under more or less definite stipulations of gradual purchase. The average price per acre realized is \$5 48, and the total proceeds are \$325,653 96. Of this amount \$172,582 59 has been received in cash and bonds, and the remainder is due in yearly payments from purchasers, with a lien on the land sold. At the average price above named, the company's lands already earned would produce about \$55,000,000, or nearly double the cost of the finished portion of the road.

The title to lands is in no way dependent upon the completion of the road across the continent, nor is it at all affected by routine delay in the issuing of government patents. Six hundred and forty nine thousand acres have thus far been patented to the company, and other patents are only delayed by the government surveys and the clerical labor of preparation.

It is the trustees' emphatic belief that every department of the company's service is managed with clean hands, with rigid economy, and with good judgment. Every mile of the road has been built under contracts let to the lowest responsible bidder after public advertisement and competitive bidding. The Northern Pacific Railroad is not more "premature" than were nine-tenths of all Western roads when built.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold)	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,881	60,029	81,156	95,828	121,702	174,813	181,297	200,550	212,109	128,166	75,871	1,470,683
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	261,832	262,770	295,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	291,308	485,048	568,270	556,080	532,657	611,864	609,788	679,642	535,399	467,659	6,670,883
1870.....	418,104	394,176	488,382	683,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,992	7,995,116
1871.....	536,499	486,490	614,447	720,929	892,341	795,176	890,297	1,006,373	995,922	981,006	897,234	672,386	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,286,676	1,299,900	1,007,125	12,900,126
1873.....	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	.....	.....	.....	.....
Chicago and Alton:													
1867.....	243,787	157,832	235,061	282,165	335,510	342,358	354,244	418,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	316,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	316,037	342,897	348,039	408,686	408,659	418,709	506,681	507,519	475,608	441,197	404,284	4,849,405	
1871.....	358,285	342,309	384,999	388,964	461,290	466,097	533,655	584,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,264	419,196	488,852	569,882	407,261	540,766	431,315	352,604	5,166,326
1873.....	392,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1864.....	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	699,005	729,769	716,378	563,400	6,114,566
1865.....	541,006	482,164	499,296	468,358	585,923	747,942	702,691	767,508	946,767	932,683	754,671	547,842	7,976,490
1866.....	523,566	399,917	523,445	537,619	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	674,664	768,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,160	1,180,933	1,076,674	1,251,940	1,507,479	1,670,967	1,107,094	1,001,987	13,381,471
1869.....	892,093	830,287	1,142,160	1,112,190	1,268,444	1,281,951	1,157,056	1,037,974	1,305,673	1,871,780	1,140,145	845,708	13,656,467
1870.....	706,025	758,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871.....	655,423	602,182	774,934	787,641	1,094,101	962,899	851,846	899,387	1,281,574	1,047,818	1,006,235	852,422	11,008,277
1872.....	774,866	714,122	846,594	900,376	1,074,779	1,070,460	1,029,953	1,196,700	1,303,304	1,433,945	1,067,387	859,780	12,272,645
1873.....	752,468	766,249	957,253	1,034,023	1,256,072	1,309,578	1,240,987	1,384,094	1,071,448	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,305	236,160	242,500	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	229,622	247,661	241,456	259,408	265,367	341,788	320,025	326,615	271,556	242,621	3,096,966
1870.....	203,099	226,897	244,182	246,046	290,169	274,021	249,365	319,012	317,887	339,239	319,673	284,156	3,273,719
1871.....	270,204	273,751	315,149	296,400	281,491	258,775	314,550	360,759	374,671	338,723	304,625	317,733	3,765,343
1872.....	340,791	320,922	372,074	381,113	373,619	341,104	326,268	401,827	417,328	439,581	359,830	358,743	4,492,625
1873.....	358,612	408,849	465,617	432,928	334,485	340,675	361,576	426,283	432,139	.....	.....	.....	.....
Erie:													
1871.....	1,055,460	971,193	1,201,500	1,253,965	1,443,272	1,656,415	1,720,078	1,861,854	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,400,174	1,548,813	1,775,324	1,493,951	1,650,023	1,535,243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,316,881	1,329,422	1,615,382	1,541,968	1,764,821	1,717,598	1,686,294	1,774,570	1,918,247	.....	.....	.....	.....
Illinois Central:													
1867.....	647,130	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,448	596,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	656,138	524,698	709,645	668,282	640,975	778,261	696,228	841,368	979,101	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,780	601,226	655,087	684,559	712,647	627,216	899,052	901,235	903,255	811,708	697,751	8,778,958
1871.....	624,744	639,617	653,593	620,223	713,132	718,722	707,962	836,041	890,287	753,184	755,436	688,181	8,401,142
1872.....	687,436	581,627	575,939	559,871	648,953	659,853	609,846	788,255	744,782	881,696	696,475	698,003	8,028,754
1873.....	680,499	682,949	651,962	544,035	697,630	724,983	672,917	748,634	876,413	.....	.....	.....	.....
Kansas Pacific:													
1871.....	123,678	162,264	297,411	303,915	306,944	286,086	287,723	332,555	395,448	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,858	307,302	319,408	449,418	314,513	223,240	3,093,183
1873.....	150,567	194,780	300,719	352,300	323,764	312,614	325,231	328,189	353,785	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,309	1,398,948	1,402,697	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,322,470	1,225,708	1,469,360	1,635,691	1,764,788	1,658,424	1,483,480	17,591,629
1873.....	1,412,368	1,649,285	1,738,736	1,694,543	1,680,968	1,585,365	1,451,702	1,582,531	1,776,420	.....	.....	.....	.....
Marquette and Cincinnati:													
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	103,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	95,517	91,666	105,558	109,523	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	96,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	155,531	144,023	141,376	1,418,860
1871.....	136,883	126,234	140,740	113,173	119,680	115,116	115,572	137,341	166,191	175,438	172,667	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	164,587	149,560	162,521	191,541	208,977	207,911	204,199	2,029,927
1873.....	170,023	162,585	180,467	180,502	185,683	185,953	181,868	175,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869.....	384,120	320,636	386,527	411,514	403,646	366,822	329,950	358,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	477,990	511,447	453,873	387,327	4,755,995
1871.....	418,755	442,665	486,980	470,703	480,847	427,063	422,015	629,890	628,660	682,802	677,434	607,050	6,940,102
1872.....	411,113	384,068	449,463	485,650	487,282	598,300	402,084	460,101	556,603	641,807	487,608	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868.....	269,228	321,203	338,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,087,464	556,917	468,880	6,517,646
1869.....	454,560	330,400	420,951	490,258	630,844	678,923	686,631	625,547	743,732	1,040,102	801,135	496,561	7,230,009
1870.....	396,171	382,823	377,671	443,132	730,700	756,787	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,834	682,368	658,017	451,113	604,557	815,346	841,150	644,625	473,295	6,090,695
1872.....	469,986	387,658	426,223	474,183	580,432	594,769	488,348	665,729	811,661	950,945	702,638	613,787	6,957,771
1873.....	334,715	423,716	555,005	569,226	805,799	925,210	834,341	767,803	1,193,209	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	292,447	250,617	294,874	284,660	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	4,438,980
1871.....	212,005	219,504	319,765	285,416	284,732	275,351	257,540	329,270	364,128	369,887	386,103	299,552	3,630,

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.	
							Bonded Debt. Floating Debt.	Gross. Net.	P. c.	Par. Paid. Market.	
Sept. 30, '72	8.00	114	40	Albany.....N.Y.	163,000	111,400	40,000	\$2,241	29,165	11 100 100	
Sept. 30, '72	1.04	114	40	Albany st. Freight (B'ton).Mass.	48,700	75,000		3,407	1,050	100 100 100	
Sept. 30, '72	3.64	13	5	Allentown.....Pa.	33,425	38,600	5,000		6	100 100 100	
Oct. 31, '72	23.00	440	75	Atlantic Avenue (B'klyn).N.Y.	1,010,000	650,000	460,000	133,634	24,250	100 100 100	
Sept. 30, '72	11.83	344	48	Avenue C (N. Y. City).N.Y.	534,264	500,000	900,000	289,133	89,887	100 100 100	
Sept. 30, '72	22.00	400	50	Bleecker st. & F.F. (N.Y.C.).N.Y.	1,777,048	900,000	694,000	308,671	60,728	100 100 100	
Sept. 30, '72	4.63			Boston and Chelsea.....Mass.	110,000	110,000		8,800	7,853	6.8 50 50	
Sept. 30, '72	1.39			Boston & West Roxbury.Mass.	56,133	41,000		2,500	2,500	100 100 100	
Sept. 30, '72	10.76	239	47	Broadway (Brooklyn).....N.Y.	327,600	200,000	100,000	163,711	45,228	12 100 100	
Sept. 30, '72	10.35	1098	135	B'way & 7th Av. (N.Y.C.).N.Y.	3,806,668	2,100,000	1,500,000	906,812	357,730	6 100 100	
Sept. 30, '72	7.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,133	80,000	80,000	47,591	18,140	100 100 100	
Sept. 30, '72	81.50	1868	378	Brooklyn City.....N.Y.	2,313,003	1,991,023	300,000	1,448,461	241,567	12 100 100	
Sept. 30, '72	22.00	235	68	Brooklyn City & Newtown.N.Y.	650,603	200,000	400,000	165,939	45,081	100 100 100	
Sept. 30, '72	19.83	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	169,799	42,412	100 100 100	
Sept. 30, '72	16.81	262	83	Buffalo street.....N.Y.	493,174	73,000	352,214	240,627	44,942	100 100 100	
Sept. 30, '72	11.00	131	21	Bushwick (Brooklyn).....N.Y.	336,005	302,000	52,000	88,897	8,255	100 100 100	
Sept. 30, '72	28.31			Cambridge (Boston).....Mass.	740,000	740,000	150,000	69,681	69,641	9 100 100	
Sept. 30, '72	1.93	23	4	Central City (Syracuse).....N.Y.	29,992	21,130	6,000	19,961	4,441	12 100 100	
Oct. 31, '72	72.00	960	128	Cen. P. & N.E.R. (N.Y.C.).N.Y.	1,846,176	1,176,700	838,000	639,204	39,487	100 100 100	
Oct. 31, '72	7.25	360	50	Citizens' (Phila.).....Pa.	212,320	192,750		284,291	88,046	7 50 50	
Oct. 31, '72	5.50	200	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	50,000	184,299	78,695	16 50 50	
Oct. 31, '72	2.87	12	3	Coalville.....Pa.	45,436	55,500	1,000	10,933	3,348	100 100 100	
Sept. 30, '72	14.83			Coney Island (Brooklyn).....N.Y.	698,809	500,000	307,000	267,449	118,153	100 100 100	
Sept. 30, '72	10.73	661	122	Dry Dock, E.B. & B. (N.Y.C.).N.Y.	1,016,798	1,200,000	700,000	777,998	221,219	8 100 100	
Oct. 31, '72	1.63	14	3	Eaton and St. Easton.....Pa.	25,992	29,562		10,946	3,321	5 25 25	
Sept. 30, '72	18.00	960	110	Eighth Avenue (N.Y. City).N.Y.	1,589,034	1,000,000	653,000	804,283	150,729	12 100 100	
Oct. 31, '72	7.75			Empire.....Pa.	102,000	600,000	150,000	102,704	13,120	50 50 50	
Oct. 31, '72	2.04	24	6	Eric City.....Pa.	39,937	19,807	20,242	13,193	2,185	50 25 25	
Oct. 31, '72	5.50	60	28	Federal St. & Pl. Val. (Pog.).Pa.	132,842	68,250	75,000	45,737	2,903	25 25 25	
Sept. 30, '72	10.26	434	57	42d St. & Gr'd St. F. (N.Y.C.).N.Y.	1,064,679	748,000	209,000	377,678	99,165	10 100 100	
Oct. 31, '72	17.04	389	56	Frankford & Southwark (Pa.).Pa.	844,171	492,200	265,500	368,138	91,187	7 50 50	
Sept. 30, '72	9.00	133	30	Gr'd St. & Newtown (B'k'n).N.Y.	320,467	170,000	90,000	97,135	13,539	100 100 100	
Sept. 30, '72	8.00	123	24	Gr'd St. Prosp. Pk. & Flatbush.N.Y.	419,185	200,000	200,000	74,057		7 100 100	
Oct. 31, '72	7.35	380	64	Germantown (Phila.).....Pa.	562,270	307,845	350,000	370,773	124,719	6 50 50	
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	150,000	180,285	43,790	20 15 46	
Oct. 31, '72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,998	12,884	7,185	Loss.	25 25 25	
Sept. 30, '72	1.76	126	17	Harlem Br. Morr. & F'dham.N.Y.	276,739	299,100	138,500	95,737	21,637	2.2 50 50	
Oct. 31, '72	11.00	378	60	Hest. Man. & F'mount (Ph.).Pa.	388,467	299,423	127,100	272,610	71,442	50 50 16	
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	92,500	99,194	35,942	11 75 101	
Sept. 30, '72	4.03	55	22	Lowell Horse.....Mass.	81,701	56,000		34,979	3,138	100 100 100	
Sept. 30, '72	11.62	235	35	Lynn and Boston.....Mass.	277,681	200,000	50,000	182,774	2,562	100 100 100	
Sept. 30, '72	3.60			Malden and Melrose (B'tn).Mass.	50,246	165,000	75,000	2,240	1,886	50 50 50	
Sept. 30, '72	3.46			Medford & Charlestown (B'tn).Mass.	34,600	21,000	4,000	37,443	9,521	100 100 100	
Sept. 30, '72	5.41	50	7	Merrimack Valley.....Mass.	65,000	50,000		986,041	174,384	10 50 50	
Sept. 30, '72	16.29	358	58	Metropolitan (Boston).....Mass.	2,219,747	1,500,000		234,306	43,477	6 100 100	
Sept. 30, '72	26.09	300	63	Middlesex (Boston).....Mass.	603,702	400,000	184,500	163,822		100 100 100	
Sept. 30, '72	3.31	20	8	New Bedford & Fairhaven.Mass.	54,949	38,000		10,353	5,475	100 100 100	
Sept. 30, '72	3.75	2	5	New York Elevated.....N.Y.		350,000		13,744	501	100 100 100	
Sept. 30, '72	12.20	201	20	Ninth Avenue (N. Y. City).N.Y.	994,842	797,320	187,000	108,930	Loss.	100 100 100	
Sept. 30, '72	8.37	99	24	North 2d St. & Middle V'l.N.Y.	173,075	134,600	25,000	70,579	14,167	100 100 100	
Sept. 30, '72	3.20	11	2	Northampton & W'mburg.Mass.	800,000	300,000		6,439	7,421	100 100 100	
Dec. 31, '72	11.71	172	33	Orange and Newark.....N.J.	1,073,555	290,000	700,000	109,552	208,734	30,273	100 100 100
Sept. 30, '72	14.40	90	31	Park Avenue (Brooklyn).N.Y.	337,845	200,000	20,000	36,447	15,656	2 100 100	
Oct. 31, '72	4.91	101	18	Passenger (Cin.).....O.	200,000	150,000	50,000	71,812	35,111	5 100 100	
Oct. 31, '72	9.56	40	17	Peoples' street (Seranton).....Pa.	140,387	125,500		36,447	15,656	2 100 100	
Oct. 31, '72	9.04	40	17	Peoples' (Lucerne Co.).....Pa.	140,387	125,500		36,447	15,656	2 100 100	
Oct. 31, '72	3.00	396	73	Philadelphia City (O. & W.).Pa.	454,697	225,000	200,000	347,283	107,633	37 60 15 59	
Oct. 31, '72	1.09	116	23	Philadelphia and Darby.....Pa.	257,000	200,000	57,000			4 29 29	
Oct. 31, '72	13.17	144	23	Philadelphia & Gray's Ferry.Pa.	299,126	280,175	6,500	124,478	38,750	11 30 31	
Oct. 31, '72	6.75	116	27	Pbg. Allegheny & Manchester.Pa.	161,752	200,000	23,000	149,066	54,721	33 50 50	
Oct. 31, '72	8.50	100	17	Pittsburg & Birmingham..Pa.	138,289	130,000	13,600	71,132	720	50 50 50	
Oct. 31, '72	7.26	72	14	Pbg. Oakland & E. Liberty..Pa.	125,449	150,000	87,000	42,596	6,354	50 50 50	
Oct. 31, '72	4.43	91	18	Pittsburg and Ormsby.....Pa.	83,487	100,000	28,500	37,238	Loss.	25 25 25	
Sept. 30, '72	2.50	35	11	Poughkeepsie City.....N.Y.	69,397	51,500	15,000	18,920	1,402	100 100 100	
Oct. 31, '72	13.70	254	40	Ridge Avenue.....Pa.	414,572	336,000	59,000	244,668	68,484	15 50 28	
Sept. 30, '72	10.00	108	26	Rochester and Brighton ..N.Y.	135,989	70,000	20,000	72,544	7,074	5 100 100	
Sept. 30, '72	6.03	61	20	Salem street.....Mass.	233,734	150,000	37,500	51,253	Loss.	10 50 50	
Oct. 31, '72	3.31			Schuylkill River (Phila.).....Pa.	47,463	50,000		636,782	163,300	8 100 100	
Sept. 30, '72	20.00	295	120	Second Avenue (N.Y. City).N.Y.	2,376,131	1,099,500	1,163,500	506,545	143,274	10 100 100	
Oct. 31, '72	39.50	580	86	2d and 3d street (Phila.).....Pa.	730,265	621,876	109,300	152,406	36,467	12 50 16	
Oct. 31, '72	6.75	240	40	17th and 19th street (Phila.)..Pa.	186,694	180,000	75,000	155,697	42,601	84 100 100	
Oct. 31, '72	5.50	198	31	13th and 15th streets (Phila.).Pa.	227,326	334,529		108,928	5,650	5 100 100	
Sept. 30, '72	8.37	797	87	Sixth Avenue (N.Y. City).N.Y.	1,064,754	750,000	250,000	744,758	108,928	84 100 100	
Sept. 30, '72	4.03			Somerville horse (Boston).Mass.	98,000	98,000		296,572	46,701	10 100 100	
Sept. 30, '72	7.68	300	62	South Boston.....Mass.	440,323	450,000		45,051	985	100 100 100	
Sept. 30, '72	6.50	80	21	South Brooklyn & Park.....N.Y.	253,414	150,000	100,000	24,282	1,905	100 100 100	
Sept. 30, '72	3.02	22	6	Springfield street.....Mass.	68,356	60,000		18,668	Loss.	100 100 100	
Sept. 30, '72	8.00	35	13	Staten Island shore.....N.Y.	31,609	(Sold \$81,000 '72.)		15,339	1,494	100 100 100	
Sept. 30, '72	2.53	20	5	Stoneham street (Boston).Mass.	41,908	33,000		17,781	5,521	7 100 100	
Sept. 30, '72	2.76	19	7	Syracuse and Geddes.....N.Y.	26,478	25,000	25,000	14,019	5,476	8 100 100	
Sept. 30, '72	2.89	16	3	Syracuse and Onondaga ..N.Y.	38,620	37,000		20,346	5,797	100 100 100	
Sept. 30, '72	4.32	35	8	Taunton street.....Mass.	53,414	40,000		1,021,992	439,774	12 100 100	
Sept. 30, '72	18.00	1939	253	Third Avenue (N. Y. City).N.Y.	3,450,939	1,170,000	2,000,000	20,728	6,873	100 100 100	
Sept. 30, '72	6.50	35	8	Troy and Albany.....N.Y.	71,532	44,700	35,410	Loss.	Loss.	100 100 100	
Sept. 30, '72	4.79			Troy and Cohoes.....N.Y.	50,000	50,000		176,432	39,372	100 100 100	
Sept. 30, '72	11.63	226	51	Troy and Lansingburg.....N.Y.	280,287	250,000	75,000	622,509	125,207	25 50 20	
Oct. 31, '72	30.00	687	118	Union (Phila.).....Pa.	1,032,514	500,000		484,663	40,571	74 100 100	
Sept. 30, '72		693	97	Union street (Boston).....Mass.	445,494	355,500	17,500	(Under constr.)	(Under constr.)	100 100 100	
Oct. 31, '72		4	2	Union street (Phila.).....Pa.	16,187	16,187		(Under constr.)	(Under constr.)	100 100 100	
Sept. 30, '72				Union (Freight) street.....Mass.		150,000		(Under constr.)	(Under constr.)	100 100 100	
Sept. 30, '72	15.50	81	15	Utica, Clinton & Bingham..N.Y.	320,393	121,400	200,000	69,203	14,163	100 100 100	
Sept. 30, '72	2.76	5	14	Van Brunt st. (Brooklyn).N.Y.	87,000	75,000	18,000	20,436	4,690	34 100 100	
Sept. 30, '72	3.11	12	3	Waltham and Newtown.Mass.	32,135	23,500		13,316	7,791	100 100 100	
Sept. 30, '72	7.26	160	26	Watervliet (Albany).....N.Y.	331,425	240,000	130,000	118,837	39,180	7 100 100	
Oct. 31, '72	15.50	507	74	West Philadelphia.....Pa.	691,598	400,000	100,000	443,477	102,289	15 50 50	
Sept. 30, '72	3.00										

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	
Albany and Susq*.....	100	J. & J.	July '73 34	Long Island.....	50	M. & S.	May '73 10a	Vermont and Mass.....	100	M. & N.	May '73 2	
Allegheny Valley.....	100	J. & J.	July '71 4	Louisv., Cin. and Lex.....	50	J. & J.	July '69 3	Warren (N. J.).....	100	J. & O.	Dec. '71 34	
Atlanta and West Point.....	100	J. & J.	July '71 4	Louisville & Nashv.....	100	F. & A.	July '72 44	Warwick Valley.....	100	A. & O.	Apr. '72 34	
Atlantic and Gulf.....	100	J. & J.	July '71 34	Louisv., N. Alb. & Chi.....	100	J. & D.	Dec. '70 3	West Jersey.....	100	F. & A.	Aug. '73 4	
Atlantic and St. Law*.....	100	M. & S.	Mar. '73 2	Lowell and Lawrence.....	100	F. & A.	Oct. '73 3	Winchester & Potomac*100	1,200,000	J. & J.	Jan. '73 3	
Avon, Genesee & Mt. M.*100	1,500,000	A. & O.	Oct. '72 11	Lykens Valley.....	20	F. M. A. N.	Feb. '73 24	Winchester & Strasburg*100	500,000	J. & J.	July '72 34	
Baltimore and Ohio.....	100	A. & O.	Nov. '73 5	Macon and Western.....	20	F. M. A. N.	July '73 5	Worcester and Nashua.....	75	J. & J.	July '73 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Maine Central.....	100	M. & N.	May '73 5					
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Manchester and Law.....	100	M. & N.	May '73 5					
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Marietta & Cincinnati.....	50	M. & N.	May '73 5					
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" 1st pref. 50	1,372,791	M. & S.	Sep. '69 3a	Albany City.....	100	J. & J.	July '70	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" 2d pref. 50	4,400,368	M. & S.	Sep. '69 3a	Baltimore City.....	100	F. & A.	Aug. '72 1	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Massachusetts.....	100	F. & A.	Aug. '73 3	Blackrock & F. Fy. (N.Y.)100	900,000	J. & J.	Apr. '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Memphis & Charleston* 25	5,312,725	J. & J.	Jan. '69 3	Boston and Chelsea.....	100	A. & O.	Apr. '73 4	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Michigan Central.....	100	J. & J.	Jan. '73 4a	Broadway (Brooklyn).....	200,000	J. & J.	Jun. '70	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Mill Creek & Minehill* 50	323,375	J. & J.	July '73 5	Broadway & 7th Av. (N.Y.)100	2,100,000	J. & J.	Jun. '70	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Millwaukee and St. Paul.....	100	J. & J.	Dec. '70 7a	Brooklyn City & Newt.....	1,500,000	F. M. A. N.	May '73 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" pref. 100	10,825,777	F. & A.	Feb. '73 3a	Brooklyn City & Newt.....	600,000	J. & J.	July '70	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	M. Hill & Schuyl. Hay* 50	8,565,450	J. & J.	July '73 3a	Brooklyn and Jamaica.....	488,100	J. & J.	July '70	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Morris and Essex* 50	14,008,100	J. & J.	July '73 3a	Bushwick (Brooklyn).....	302,000	J. & J.	July '71 34	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Nashua and Lowell.....	100	M. & N.	May '73 3a	Cambridge.....	727,800	A. & O.	Oct. '73 4	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Naugatuck.....	1,877,900	F. & A.	Aug. '72 5a	Con. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Nequehoning Valley* 50	1,000,000	M. & S.	Mar. '73 5	Citizens' (Phil.).....	600,000	J. & J.	July '73 7	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Newark and N. York* 100	977,400	J. & J.	Jan. '72 3a	Citizens' (Pbg.).....	200,000	M. & N.	Nov. '71 7	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. Bedford & Taunton.....	500,000	M. & N.	May '73 3a	Coney Island & Brookl. 10	500,000	J. & J.	Aug. '73 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. Castle & Beaver Val* 50	1,800,000	J. & J.	Aug. '69 12a	D. Hook, E. B'dw. & Bat.100	1,200,000	F. M. A. N.	Aug. '73 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. Haven & Northamp.....	605,000	J. A. J. O.	Sep. '73 3	Eight Avenue (N.Y.).....	1,000,000	J. A. J. O.	Oct. '71 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	New Jersey*.....	7,295,200	J. A. J. O.	Sep. '73 3	Elizabeth and Newark.....	200,000	J. & J.	Nov. '71 6	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	New London Northern*100	1,418,800	J. & J.	Jan. '73 5	42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 6	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. Y. Cen. & Hudson R.100	59,428,330	A. & O.	Oct. '73 4	Frank & Southw. (Ph.) 50	491,750	J. & J.	July '73 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. York and Harlem.....	8,600,000	J. & J.	July '73 4	Germantown (Ph.).....	1,000,000	J. & J.	July '73 8	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" pref. 100	15,000,000	J. & J.	July '73 4	Girard College (Ph.).....	500,000	J. & J.	July '71 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. Y., N. H. & Harf.....	15,000,000	J. & J.	July '73 4	Grand St. and Newton.....	170,000	J. & J.	July '71 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. Y. Prov. & Boston.....	2,000,000	J. A. J. O.	Oct. '73 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '73 3	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '73 1	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	North Carolina*.....	4,000,000	irregular.	Jan. '73 5	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4	Lynn and Boston.....	200,000	J. & J.	Jan. '73 4	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	North Pennsylvania.....	3,150,150	January.	Jan. '72 6a	Malden and Melrose.....	200,000	J. & J.	Jan. '73 4	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Northern Central.....	5,842,000	M. & N.	Nov. '72 3	Metropolitan (Boston).....	1,500,000	A. & O.	Apr. '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Northern New Hampsh.....	3,068,400	J. & D.	June '73 3	Middlesex (Boston).....	400,000	A. & O.	Apr. '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Norwich & Worcester* 100	1,000,000	J. & J.	Jan. '72 4	Ninth Avenue (N. Y.).....	197,320	J. & J.	Jan. '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Ogdenab. & L. Champl.*100	2,823,400	J. & J.	July '73 3	Orange and Newark.....	282,555	J. & J.	July '73 4	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" pref. 100	3,077,800	J. & J.	July '73 3	Philadelphia City.....	760,000	J. & J.	July '71 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Ohio and Mississippi.....	19,995,947	A. & O.	Oct. '73 4	Philadelphia and Darby 20	200,000	J. & J.	July '71 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Oil Cr. & Allegheny R.* 100	4,254,474	J. & D.	June '73 34	Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 24	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Old Colony & Newport.....	6,297,900	J. & J.	July '73 34	Pbg. Alleg. & Manchester 60	200,000	M. & N.	Nov. '69 8	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Owego and Syracuse.....	452,400	F. & A.	Aug. '73 4	Second Avenue (N. Y.).....	888,100	J. A. J. O.	Oct. '73 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Pacific of Missouri.....	3,635,750	J. & J.	July '73 1	Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Panama.....	7,000,000	J. A. J. O.	Oct. '73 3	Sixth Avenue (N. Y.).....	500,000	J. & J.	July '73 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Patterson and Hudson* 100	630,000	J. & J.	July '73 4	Third Avenue (N. Y.).....	1,170,000	F. M. A. N.	May '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Patterson and Newark* 100	500,000	J. & J.	July '73 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '71 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Patterson and Ramapac* 100	243,000	J. & J.	July '73 4	Somerville (Boston).....	75,000	M. & N.	May '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Pemb. & Hightstown* 50	342,150	J. & J.	Jan. '73 3	South Boston.....	400,000	J. A. J. O.	Oct. '72 24	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Pennsylvania.....	72,000,000	J. & J.	Jan. '71 3	Union (Boston).....	200,000	J. & J.	July '72 74	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Peoria & Bureau Val.*100	1,200,000	M. & N.	May '73 5	Union (Phila.).....	400,000	J. & J.	July '72 6	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Philadelphia and Erie* 50	6,004,300	F. & A.	Aug. '73 4	West Philadelphia.....	600,000	J. & J.	July '73 8	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" pref. 50	2,400,000	J. & J.	July '72 4					
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Phil. Ger. & Norristown* 50	1,626,250	M. J. S. D.	Sep. '73 3	Chesapeake & Delaware 60	1,983,593	J. & D.	June '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Philadelphia & Reading 50	32,864,375	J. & J.	July '73 5	Chesapeake Division.....	8,229,550	J. & J.	Aug. '73 4	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" pref. 50	1,551,800	J. & J.	July '73 5	Delaware and Hudson.....	15,000,000	F. & A.	Aug. '73 6	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Phila. and Trenton*.....	1,259,100	J. A. J. O.	Oct. '73 24	Delaware and Raritan*100	8,847,400	J. A. J. O.	Oct. '72 24	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Phila., Wil. & Balt.....	61,148,750	J. & J.	July '73 4	Erie of Pennsylvania.....	69,640,000	M. & N.	May '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Pittab., Ft. W. & Chi.*100	19,714,286	J. A. J. O.	Oct. '73 12	High Coal & Navigat. 50	8,739,800	J. & J.	Jan. '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" Special Imp. 100	2,000,000	J. A. J. O.	Oct. '73 12	Monongahela Navigat. 50	1,003,500	F. & A.	Aug. '72 2	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Pittsfield & N. Adams.....	40,000	J. & J.	Oct. '73 3	Morris (consolidated).....	1,025,000	F. & A.	Aug. '72 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Portland and Kennebec.....	616,700	J. & J.	Oct. '73 3	" (preferred).....	1,175,000	F. & A.	Aug. '72 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Yarmouth certificates.....	202,400	A. & J.	Jan. '72 3	Pennsylvania.....	50	4,337,950	J. & J.	Jan. '73 3
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Portl., Saco & Portam.....	1,500,000	A. & J.	Jan. '72 3	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb. '73 30a	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Providence & Worces.....	2,000,000	J. & J.	July '73 5	" (ref.).....	8,988,977	F. & A.	Feb. '73 60a	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Raleigh and Gaston.....	1,600,000	J. & J.	July '73 6	Susq. and Tide Water.....	50	2,002,746	J. & J.	Jan. '73 5
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Rensselaer & Saratoga* 50	6,000,000	J. & J.	July '73 4	Union.....	50	2,907,850	J. & J.	Jan. '73 5
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Roch. & Genesee Val.*110	557,500	J. & J.	July '73 4	W. Branch and Susq.....	50	1,100,000	J. & J.	Jan. '73 5
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Rome, Watert. and Ogd.....	2,998,900	J. & J.	July '73 34					
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Rutland.....	2,700,000	J. & J.	Aug. '73 34a					
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" preferred.....	4,300,000	F. & A.	Aug. '73 34a	Adams Express.....	10,000,000	M. J. B. D.	Sep. '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	St. Croix and Penobscot.....	100,000	J. & J.	July '71 2	American Coal.....	1,500,000	M. & S.	Mar. '72 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	St. L., Alt. & T. Haute.....	2,200,000	J. & J.	May '73 3	Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" pref. 100	2,040,000	May.	May '73 3	Ashburton Coal.....	50	2,500,000	J. & D.	Dec. '66 4
Washington Br. pref.....	50	A. & O.	Nov. '73 5	St. Louis and Iron Mt.100	10,000,000	F. & A.	Feb. '73 3	Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 24	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	St. L., Kan. C. & North.100	12,000,000	F. & A.	Nov. '72 22	Brunswick City.....	100,000	J. & J.	Dec. '69 85a	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	" pref. 100	12,000,000	Nov. '72 22	Nov. '72 22	Butler Coal.....	25	500,000	J. & D.	Dec. '69 85a
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Saratoga and Schenec* 100	300,000	A. & O.	Oct. '73 34	Canton.....	164	731,260	J. & J.	Jan. '73 3
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Schuylkill Valley*.....	576,050	M. & N.	Nov. '70 7a	Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 6	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Seaboard and Roanoke.....	1,151,400	M. & N.	Nov. '70 7a	Cumberland Coal & Iron.100	500,000	J. & J.	Apr. '73 6	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug. '73 3	Maryland Coal.....	100	4,400,000	J. & D.	Dec. '70 3
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Shore Line*.....	995,800	J. & J.	Jan. '72 54	Mariposa Gold.....	100	2,836,600	J. & J.	Jan. '73 5
Washington Br. pref.....	50	A. & O.	Nov. '73 5	South Branch (N. J.)*.....	438,800	J. & J.	Jan. '72 3	" pref. 100	6,693,400	J. & J.	Jan. '73 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	South Carolina.....	5,819,276	F. & A.	Feb. '72 1	certif. 100	2,324,000	J. & J.	Jan. '73 5	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	South Western, (Ga.) *100	3,939,900	F. & A.	Feb. '73 4	Pacific Mail Steamship100	20,000,000	M. J. S. D.	Sep. '69 3	
Washington Br. pref.....	50	A. & O.	Nov. '73 5	Staten Island.....	600,000	J. & J.	July '67 4	Pacific and Atlantic Tel. 25	3,000,000</			

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Marked Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Marked Price.
National Securities Oct. 1, 1873.											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	112 1/2	Massachusetts—(\$30,712,882):					
Loan of February 8, 1861.....registered	13,955,000	5	"	"	1874	.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
Loan of February 8, 1861.....coupon	13,760,000	5	Jan. & July.	1880	113 1/2	.. State (public works) scrip.....	884,000	5	June & Dec.	'72-'77	....
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	"	"	1880	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76	....
Loan of July 17, and Aug. 5, 1861.....registered	125,566,150	6	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	....
Loan of Feb. 25, 1862 (5-20s).....registered	63,763,200	6	Jan. & July.	1881	113 1/2	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	97
Loan of Feb. 25, 1862 (5-20s).....coupon	17,054,000	6	May & Nov.	1882	106 1/2	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
Loan of March 3, 1863.....registered	170,227,160	6	Jan. & July.	1882	108 1/2	.. Bounty Loan, 1864, £826,600 stig.....	4,000,744	5	"	1894	....
Loan of March 3, 1863.....coupon	53,553,600	6	Jan. & July.	1881	113 1/2	.. War Loan (5-20) cur. 1868.....	2,551,500	5	Mar. & Sept.	1886	....
Loan of March 3, 1863.....coupon	21,444,400	6	"	"	1881	.. R. R. & Hoosac T. bonds, £1,443,700 stig.	7,175,451	5	April & Oct.	'88-'93	....
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	105 1/2	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	'90-'93	....
Loan of June 30, 1864 (5-20s).....registered	24,798,950	6	May & Nov.	1884	105 1/2	.. Loan (R. H. & Erie R. R.) £743,600 stig	3,599,024	5	Jan. & July.	1900	....
Loan of March 3, 1865 (5-20s).....coupon	33,386,050	6	"	"	1884	Michigan—(\$2,332,293):					
Loan of March 3, 1865 (5-20s).....registered	33,925,600	6	May & Nov.	1885	106 1/2	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	....
.. 2d series (5-20s).....registered	118,917,150	6	Jan. & July.	1885	110	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	"	1878	....
.. 3d series (5-20s).....registered	147,211,750	6	"	"	1885	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	"	1878	90
.. 4th series (5-20s).....registered	87,491,700	6	Jan. & July.	1887	111 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	"	1883	....
.. (5-20s).....coupon	223,687,000	6	"	"	1887	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. (5-20s).....coupon	13,699,000	6	Jan. & July.	1888	111 1/2	.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
.. (5-20s).....coupon	23,775,000	6	"	"	1888	Minnesota—(\$350,000):					
Loan of March 3, 1864, (10-40s).....registered	140,477,800	5	Mar. & Sept.	1904	105	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	....
.. (10-40s).....coupon	54,089,500	5	"	"	1904	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	....
Consols of July 14, '70 & Jan. 20, '71.....registered	161,716,450	5	F. M. A. & N.	1881	108 1/2	.. Railroad Bonds (suspended) 1858.....	2,275,000	...	June & Dec.	1883	....
.. (10-40s).....coupon	112,283,550	5	"	"	1881	Missouri—(\$17,669,000):					
Consols registered	...	4 1/2	F. M. A. & N.	1886	...	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	87
Consols registered	...	4	F. M. A. & N.	1901	...	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	6	"	'87-'88	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.....(cur.)	14,000,000	3	"	"	1901	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	"	'74-'90	90 1/2
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	"	1901	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	"	1875	Nevada—(\$660,000):					
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	110	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	....
U. S. Notes and Fractional Currency.....	402,309,134	nil	"	"	...	New Hampshire—(\$2,405,400):					
State Securities, latest dates.											
Alabama—(\$16,42,000):						.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	96 1/2
.. Bonds (old and extended), 1866 and '72.....	2,582,300	5	May & Nov.	'85-'92	46	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	97 1/2
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84 1/2	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	96 1/2
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	"	'90-'91	New Jersey—(\$2,896,200):					
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	8	"	"	'90-'91	.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104 1/2
Arkansas—(\$9,900,000):						.. War Loan Bonds, 1863, tax free.....	1,002,000	6	"	'86-'96	....
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'90	38	.. War Loan Bonds, 1864, tax free.....	684,400	6	"	'97-'99	....
.. Levee Bonds, 1871.....	2,185,000	7	"	"	1901	New York—(\$38,121,600):					
.. Deficiency Bonds, 1872.....	300,000	7	"	"	1882	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	....
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91	...	.. General Fund Stock.....	800,000	6	"	1878	....
California—(\$3,81,500):						.. General Fund Stock.....	348,107	5	"	1878	....
.. Civil Bonds 1867 and '60.....	2,108,000	7	Jan. & July.	'77-'80	117	.. General Fund Stock.....	1,189,780	5	"	1874	....
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	"	'83-'85	.. Canal Stock.....	1,106,420	5	"	'72-'73	107
.. State Capital Bonds, 1871.....	250,000	7	"	"	1891	.. Canal Stock.....	7,408,000	6	"	'74-'76	106
Connecticut—(\$5,767,500):						.. Canal Stock.....	2,672,000	6	"	1877	....
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	...	.. Bounty Loan Bonds, 1867, registered.....	50,675,000	7	Jan. & July.	1877	105
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	"	"	'83-'84	.. Bounty Loan Bonds, 1867, coupon.....	1,872,000	...	"	1877	104
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	99	North Carolina—(\$29,900,045):					
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	6	"	"	1886	.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27
Florida—(\$5,728,865):						.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	...	.. State (new) Bonds, 1867 to 1870.....	3,009,045	6	Jan. & July.	'92-'98	16
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	...	.. State (new) Bonds, 1867 to 1870.....	1,859,000	6	April & Oct.	'92-'98	....
.. Bonds, 1871.....	210,000	7	Various.	1901	...	.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Loan to Jack, Penna., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	...	.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15 1/2
Georgia—(\$10,494,500):						.. Special Tax Bonds.....	11,407,000	6	"	'98-'99	14
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	73	...	Ohio—(\$9,022,721):					
.. Bonds for W. & Atl. R.R. 1842 and 1843	276,500	7	Various.	...	...	.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	...	...	.. Loan of 1860 Bonds, skg f'd.....	1,000,000	6	"	1875	99
.. Bonds for Atl. & Gulf R.R., 1866.....	200,000	6	"	"	'72-'74	.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	"	1881	101
.. Bonds of Act of March 12, 1866.....	3,900,00	7	Jan. & July.	'72-'74	...	.. Loan of 1866 Bonds, skg f'd.....	2,400,000	6	"	1886	103
.. Bonds of Acts of Sept. and Oct. 1870.....	4,880,000	7	Various.	1886	80	Oregon—(\$290,527):					
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	1890	94	.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
Illinois—(\$2,133,634):						.. Willamette Canal & Lock Bonds of 1870	200,000	7	"	1890	....
.. Interest Bonds, Inscribed stock, 1847.....	971,834	6	Jan. & July.	'90-'92	...	Pennsylvania—(\$29,272,956):					
.. Refunded Stock Bonds, 1859.....	348,000	6	"	"	1878	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	100 1/2
.. Thornton Loan Bonds, 1861.....	102,000	6	"	"	'71-'78	.. Loan of Feb. 1867 (5-10s).....	3,756,550	6	"	'72-'77	100 1/2
.. War Loan Bonds, 1861.....	417,000	6	"	"	1880	.. Loan of Feb. 1867 (5-10s).....	90,400	6	"	'77-'82	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	...	.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	"	'77-'82	102 1/2
Kansas—(\$1,336,675):						.. Loan of Feb. 1867 (15-25s).....	723,950	6	"	'82-'92	105 1/2
.. State Bonds (various) 1863 to 1864.....	110,675	6	"	"	1881	.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	"	'83-'92	105 1/2
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	"	1881	.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
Kentucky—(\$2,750,810):						.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. State Bonds 1866 and '43.....	180,000	5	Mar. & Sept.	'76-'79	...	.. (old).....	...	6	"	'77-'78	....
.. State Bonds, 1840 to 1851.....	683,000	6	April & Oct.	1873	...	Rhode Island—(\$2,770,000):					
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	...	.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	96 1/2
Louisiana—(\$21,214,800):						.. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. State Bonds, to R. R. Co's, 1840 to 1860.....	1,830,000	6	Various.	'92-'98	49	.. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. Deficiency (Treasury) Bonds 1863.....	750,000	6	Jan. & July.	1893	...	.. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
.. Funded coupons (new) 1866-'68.....	997,000	6	"	"	'86-'88	South Carolina—(\$16,867,327):					
.. Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907	55	..					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	100	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	92	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or str. skg f'd.....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Albany Loan.....	1,000,000	6	" "	Albany.	1896	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,053,350	7	April & Oct.	Boston.	1893	96 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	90	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	96 1/2
Andromedon:							Stock (common) Bonds.....	1,377,940	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	90
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1894	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	95
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'07	89
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,750,000.....	7	.....	New York.	....	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) g'd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
1st Mort. (gold) for \$5,000,000.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C. B. & Q.):							
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	7	Jan. & July.	New York.	1901	....	Catawissa:							
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	95
Atlantic and Pacific:							Chattel Mortgage.....	168,350	6	" "	" "	'90-'89	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864.....	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	" "	1907	73
3d Mortgage (sterling) of 1871.....	712,962	6*	May & Nov.	" "	1901	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	682,000	7	" "	" "	1894	87 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,632,000	7	May & Nov.	" "	1916	84 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1858 '75.....	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1860-'80.....	679,500	6	" "	" "	1880	97	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1863-'76.....	1,710,500	6	April & Oct.	" "	1885	93	Central of Georgia:						
Loan of 1865-'90 (Balt.) skg fd.....	3,645,083	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-'95 (atg.) skg fund.	3,788,762	6	March & Sept.	London.	1895	....	Central of Iowa:						
1st Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	" "	1885	95	2d Mortgage, gold, \$4,000 p. m.....	812,000	7*	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	1,725,000	7	" "	" "	1902	....
Bangor and Piscataquis:							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	" "	1890	102
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	83
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	89
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,438,000	7*	" "	" "	1883	104 1/2
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	107
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belleville and southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92 1/2	1st Mort. (S. Fr. Okla. & Ala.).....	600,000	8*	" "	San Francisco	1890	....
Beloit and Madison (O. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	323,000	7	Jan. & July.	New York.	1888	....	Land bonds (Gen. Pac. Co.) gold	9,168,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Princeton.	1885	81	Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	84	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.) by:							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	2,000,000	7	Feb. & Aug.	Boston.	1892	103 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.).....	400,000	6											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	102	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77 1/2
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	106	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	89 1/2
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	97 1/2	Cincinnati and Springfield:						
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91	1st Mortgage for \$2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	105	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	90
Loan of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	90	1st Mort. (C., C. and O. R. R.)..	272,000	7	June & Dec.	" "	'73-'86	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning(A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1885.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	95	3d Mortgage (sinking fund) 1886	487,900	8	March & Sept.	" "	1874	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	95	1st Mort. (Branch) 1883.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	" "	1890	97	Clev., Mt. Vernon and Delaware:						
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	92	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	990,000	8	April & Oct.	" "	1890	97 1/2	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisville:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	86 1/2
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,900	7	May & Nov.	" "	1900	85
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78 1/2	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	81
1st Mortgage for \$19,000 p. m....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	" "	1909	60
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	90	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1890	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	96	1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)..	3,588,000	7	Feb. & Aug.	" "	1885	96	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	95 1/2
Green Bay Ext. (26m & 76,000 a.)	300,000	7	" "	" "	1885	....	Notes payable, conv. at par.....	594,000	7	" "	" "	1878	97
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	102	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	96	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1873	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (").....	135,000	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	2,570,000	7	F. M. A. & N.	" "	1915	89 1/2	1st Mortgage for \$2,500,000.....	2,005,500	7	Jan. & July.	Hartford.	1890	....
Equipm't (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Extent.) gold.	3,150,000	7*	" "	" "	1911	....	1st Mort. A.B.C.D. & E. \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.23.4.	87
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (") guar.....	10,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chi. & Mil. R.R.) guar.	1,135,000	7	Jan. & July.	" "	1898	93	Cumberl'd & Penn. (Consol. Coal.):						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	706,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	" "	" "	1905	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk.						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1880....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Danv., Hazleton & Wilkesbarre:						
Chi., Pekin & Southw'n (C.B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. & R.I. & Pac.)	5,600,000	7	" "	" "	1896	98	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C. R.I. & Pac.):							2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1878	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	252,445	6	" "	" "	1879	....
1st M. (Chi. & Sup.) g'd													

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	89
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase.....	185,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures).....	681,000	7	Jan. & July.	Augusta.	1872-86	....
2d Funded Coup. (").....	376,784	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oak. & Ottawa R.R. stg. bonds	160,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R.R. bonds.....	250,000	7	"	New York.	1878	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S. & M.S.):							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	97	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees.....	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	100½
Dunkirk, Warren and Pittsburg:							Grand Trunk (Can.):						
1st Mortgage gold tax free.....	1,180,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,508,000	6*	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6*	"	"	....	....
1st Mortgage Jan. 1, 1898.....	1,500,000	7	Jan. & July.	New York.	1903	....	Postal & Military b'ds \$1,200,000	6,090,000	6*	Feb. & Aug.	"	....	....
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,335.	14,191,615	5*	Jan. & July.	"	....	....
1st Mort. end. \$18,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	2d Preference Bonds \$1,685,765.	8,428,825	4*	"	"	....	....
East Brandywine & Wayneburg:							Provincial Debent's \$3,111,500	15,567,500	.....	.....	Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,354,117	4	"	"	1872-73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.....	2,993,975	6	May & Nov.	"	1873-76	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,062,087	5½	April & Oct.	"	1877-78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	1876-88	....	Common (") Bonds.....	4,887	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.							1st Mortgage guar. by S. Car.....	1,428,546	7	Jan. & July.	New York.	181-86	....
1st Mort., skz fund for \$3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½	1st Mortgage not guaranteed.....	376,766	7	"	"	181-86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1892.....	383,000	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-74.....	760,000	6	Feb. & Aug.	Boston.	1874	94	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Loan of 1865-85.....	160,000	6	April & Oct.	"	1885	....	Hannibal and Naples (T.W. & W.):						
Loan of 1868-88.....	800,000	6	March & Sept.	"	1888	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	85½
Loan of 1869-89.....	1,000,000	6	May & Nov.	"	1889	90	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....
Loan of 1872-82.....	1,500,000	7	"	"	1882	97½	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1871-77	84½
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,500,000	6	"	"	1877-88	....
Elmira and Williamsport (N. Cen.):							Six years mortgage bonds (22m)	53,000	10	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	Five years' notes (277 m.).....	139,300	8	Various.	"	1874	....
Income Mortgage guaranteed ..	670,000	5	April & Oct.	"	1872	59	Fifteen years' bonds (277 m.).....	3,476,000	8	March & Sept.	"	1885	177½
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	104½	1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	1896	99½
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	103½	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
3d Mortgage.....	4,682,000	7	"	"	1883	93	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	92	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	91	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Sterling Loan (\$1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co.....	700,000	6	Jan. & July.	Philadelphia.	1888	91
Consol Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1920	95	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	"	....	....	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skz fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skz f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Houston:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. (& 1st on 59, & 2d on 65m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skz fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	160,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skz fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).							Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	102½
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	100
Land Mort. 1st series (56,241 a.)	158,500	7	May & Nov.	New York.	1880	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	86½
" 2d series (92,748 a.)	221,000	7	Jan. & July.	"	1887	....	3d Mortgage (Consol.).....	1,261,000	7	April & Oct.	"	1895	62
" 3d series (52,091) tax f.	2,046,000	8	March & Sept.	"	1888	....	Illinois Central:						
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	"	1888	....	Construction bonds, cur. skz f d.	3,058,500	7	April & Oct.	New York.	1875	102
Construction Loan.....	165,000	8	"	"	1876	....	Construction bonds, coin.....	332,000	6*	"	N.Y. & Lond.	1875	....
Florida:							Redemption bonds, currency.....	2,500,000	6	"	New York.	1890	....
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	New York.	1889	....	Redemption bonds, sterling.....	2,500,000	6*	"	London.	1875	....
Flushing & North Side (L. I.):							Indiana and Illinois Central:						
1st Mortgage.....	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fonda, Johnston & Gloversville:							Indiana North and South:						
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage for \$22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Fort Scott, Humboldt & Western:							Indianapolis, Blooming. & West:						
1st Mortgage \$20,000 p. m. u.	.....	8	Jan. & July.	New York.	1891	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	91
Fort Wayne, Jackson & Sag:							2d Mortgage.....	1,500,000	8	Jan. & July.	"	1899	81
1st Mortgage traffic guaranteed.	500,930	8	Jan. & July.	New York.	1889	....	Indianapolis & Vincennes:						
2d Mortgage (Equipment).....	3,000	8	April & Oct.	"	1891	....	1st Mortgage guar. by Pa. Co.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fort Wayne, Muncie & Cin.:							2d Mortgage guar. by Pa. Co.....	1,450,000	6	May & Nov.	"	1900	71

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1868	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870..	4,132,000	7	J. A. J. & O.	" "	1890	99
1st Mortgage " " of 1869	1,566,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	" "	1890	90
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	" "	1882	....
1st Mortgage.....		7	Jan. & July.	New York.	1918	....	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	89
1st Mortgage.....	2,000,000	7	March & Sept.	" "	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	" "	1874	....
1st Mortgage.....		7	April & Oct.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	" "	" "	1880	99
2d Mortgage.....	1,000,000	7	" "	" "	1900	....	3d Mort. Oct. 1, '61 " "	1,000,000	7	April & Oct.	" "	1892	97
Equipment Mortgage.....	500,000	8	Jan. & July.	" "	1881	....	Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Iowa Eastern:							Mort. April 1, 1866 " "	860,000	7	April & Oct.	" "	1886	....
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.L.	5,256,000	7	May & Nov.	" "	1886	100
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1857 " "	2,693,000	7	" "	" "	1877	02
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 " "	200,000	7	Jan. & July.	" "	1882	98
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	....	Mort. Sept. 1, 1866 " "	300,000	7	March & Sept.	" "	1886	....
Ironton (Penn.):							Mort. April 1, 1868 " "	3,000,000	7	April & Oct.	" "	1898	98
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mortgage gold, skf fund....	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	100	1st M. July, '68 (Kal. A. L. & Gr.R.)	840,000	8	" "	" "	1888	95
2d Mortgage.....	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
1st Mortgage, Northern Rkt.....	940,000	8	May & Nov.	" "	1890	....	2d Mort. Jun. 1, 1869 " "	500,000	7	June & Dec.	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philad. Iphia.	1895	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....	1st Mort. guar. by Pac. of Mo....	355,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven, Lawrence & Galveston:						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skf fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	63
2d Mort. (").....	94,000	7	" "	" "	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	" "	" "	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	" "	1898	94
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	2d Mortgage for \$6,000,000....	4,712,000	7	March & Sept.	" "	1910	101
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skf fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	34
2d Mortgage.....	793,000	7	March & Sept.	" "	1893	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	25
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	Little Schuylkill (Phila. & Rdg.):						
Junction, Philadelphia:							1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	88	Logansport, Crawf. & S'wstn Ind.:						
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	" "	1900	....	1st Mortgage gold.....	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Junction and Breakwater:							Long Br. and Sea Shore (N.J. So.):						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):						
1st Mort. assumed by L.S. & M.S.O.	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	94
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	98
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Extension).....	175,800	7	Feb. & Aug.	" "	1890	....
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	Boston.	1889	100	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
Kalamazoo & White Pigeon:							General Mortgage.....	775,000	7	" "	" "	1899	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	Louisville, Cin. and Lexington:						
2d Mort. (").....	150,000	10	" "	" "	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & CB. 78 m.) cvt. fr.	1,400,000	10	March & Sept.	" "	1892	....	2d Mortgage for \$1,000,000....	345,000	8	April & Oct.	" "	1900	....
2d Mort. (").....	539,500	10	June & Dec.	" "	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.)...	554,000	7	Jan. & July.	New York.	73-76	91
1st Mort. (").....	1,000,000	7*	" "	" "	1893	....	1st Mortgage (Memp Br. 46.37 m.)	139,000	7	May & Nov.	" "	72-75	....
Consolidated Mort. (2600 conv.)	687,000	8	March & Sept.	" "	1892	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	" "	" "	80-85	....
Kansas City & Santa Fe (L.L. & G.):							Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	92
1st Mortgage guar. by Lessees...	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv. N. Al. & St. Lo. Air-Line						
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	" "	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	Macon and Augusta:						
1st Mort. (2d Div. 253.94 m.) gold	4,066,000	6*	June & Dec.	" "	1896	86	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	88-91	....
1st M. (3d Div. 244.66 m. & 3,000,000)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102	1st Mortgage not guaranteed...	100,000	7	" "	" "	1890	....
1st Mortgage (1,000,000 acres)...	246,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Macon and Brunswick:						
1st Mortgage (2,000,000 acres) gold	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
2d Mortgage on do. gold.....	1,500,000	7*	March & Sept.	" "	1896	....	1st Mort. " " " " " " " "	600,000	7	May & Nov.	" "	1900	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86	2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Equipment Mortgage.....	150,000	7	" "	" "	1879	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	" "	1916	....	Macon and Western:						
Kent County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1880	....
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....	\$1,100,000 Loan, tax free.....	746,300	7*	Jan. & July.	" "	1893	94
3d Mortgage (Kent. Cen.) 1865..	237,000	7	June & Dec.	" "	1885	....	Bangor (P. & K.) Loan.....	514,					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.).						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N. J.)						
1st Mortgage, Convertible.....	\$293,000	7	March & Sept.	New York.	1889	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,800,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling \$200,000..	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage (E. L. D. V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882	....	New H. Middlet'n & Williman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	111	1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	95	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,800,000	8	May & Nov.	"	1890	96 1/2	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1888	....	Convertible	400,000	6	April & Oct.	"	1889	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	"	1879	100 1/2	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Cal. & So. Hav.) t. f. guar.	640,000	8	May & Nov.	"	1889	100	New Jersey Sec United Compan's.						
2d Mort. (" ") guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.)						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Union & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1892	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1891	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77 1/2	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1888	....
1st Mortgage (Minn. Cent.)	192,000	7	"	"	1870	60	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.)	1,008,000	7	"	"	1870	90	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	"	1898	103	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7 1/2	"	"	1898	95	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N. O. to 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.	7	"	N. Y. or Lond.	1915	....
Real Estate Purchase	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La..	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$15,000 p.m....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	90
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100 1/2
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S't. (")	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stock (")	592,000	6	"	"	1883	91
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	87 1/2
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	91
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y.C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1890-71	....	Consol. Mort. for \$40,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1898	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,030,000	7*	"	"	....	....	Bonds of 1853, unsecured.....	108,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, House of Commons and Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	81-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Teb. & Neesho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74 1/2	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	1st Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	London.	1883	....	1st Mortgage of Sept. 1, 1860....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
Montclair (N. Y. & O. Mid.)													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & Co.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	7	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	160,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston	1878	94 1/2	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	94 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	88	Mortgage Loan of 1887, conv.....	95,000	6	"	"	1886	....
Consolidated 1st Mortgage, etc.....	590,000	7	"	London.	1898	....	Mort. Loans of 1843-44-45 & 49.	1,821,000	6	"	"	1880	92
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	"	1874	78 1/2	Mortgage Loan of 1886 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.....	177,000	7 1/2	"	"	74-'77	....
Old Creek and Allegheny River:							Mortgage Loan of 1838 stg.....	7,696,000	7	June & Dec.	Philadelphia.	1911	97
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Consolidated Dollar coupon.....	3,414,000	7	"	"	1911	90 1/2
1st Mortgage (War. & Fkin).....	485,000	7	April & Oct.	"	1882	83	Mortgage Gold or stg coup.....	7,000,000	6 1/2	"	Phil. or Lond.	1911	98
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	66	June 1, 1871.	624,000	6 1/2	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	96 1/2	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	97
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97 1/2	Philadelphia, Wilmington & Balt:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100	Mortgage Loan, convertible....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	91 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74 1/2
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	85	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	70
3d Mort. (Charl. to Lynchb.)	598,000	8	May & Nov.	Richmond.	1873	90	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	80	Pittsburg & Connellsville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	76	1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	87 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage.....	545,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osa Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	98
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92	2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	2,000,000	7	Jan. & July.	"	1912	98
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	84	3d Mortgage.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	75	Bridge (O. & P. R. R.) bonds...	1,000,000	8	March & Sept.	"	1874	100
Income Bonds.....	1,500,000	7	"	"	1892	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lea, Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,000,000.....	.....	7	Jan. & July.	.....	1901	....
Padsah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	80
Panama:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage, stg £19,350.....	93,547	7 1/2	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	....
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	"	1901	....
Paris and Decatur:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
Patterson and Newark (Erie):							Portland and Oxford Central:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage of 1863.....	210,000	6	Jan. & July.	Portland.	1883	....
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Rochester:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
Pemberton & Hights (U.C. of N.J.):							1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
Pemberton & N. York (N.J.S.):							Port Royal (S. C.):						
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	1st Mort. gold, conv. & tax free..	800,000	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania:							Providence and Worcester:						
1st Mortgage (Harr. to Phg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
2d Mortgage (" ").....	2,594,000	6	April & Oct.	"	1875	95	Quincy, Alton and St. Louis:						
3d Mortgage (" ").....	2,282,240	6 1/2	"	London.	1875	....	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	90	Quincy and Toledo (T. W. & W.):						
State lien for \$17,500,000, skg fd	5,758,906	6	April & Oct.	Harrisburg.	72-'90	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
Pennsylvania Coal:							Quincy & Warsaw (C. B. & Q.):						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.</			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensah:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	1872-74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	842,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Barings).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	"	"	"	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1870	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,612,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. (").....	200,000	7	" "	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	" "	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	109	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	81	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E).	1,400,000	7	" "	"	1884	72	1st Mortgage gold, assumed.....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1889	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	90	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92 1/2	2d preferred bonds.....	617,000	6	" "	"	'84-'90	65
2d Mortgage May 1, 1868 guar...	648,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	80 1/2	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	" "	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	"	"	"	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,599,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscookee) conv...	300,000	7	"	"	'72-'70	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,920,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900	....
General Mort. (R. R. & L's) stg.	1,000,000	7*	" "	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund.....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	" "	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Summit Branch:						
Sand. Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,250,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran. Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	"	"	"	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	"	"	"	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Susque. Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds.	606,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Funded Interest bonds.....	157,400	7	" "	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N. Y. (DL & W):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neesho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Tioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1897	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	280,000	10	" "	"	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	86
Shamokin Valley & Pottav. (N. C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	50
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	2d Mortgage (W. Div.) 117 m...	1,800,000	7	April & Oct.	"	1886	77
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1894	....	Consol. Mort. 227 m. \$6,500,000.	1,408,000	7	May & Nov.	"	1910	76
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	88 1/2
Shenango and Allegheny:							1st Mortgage guaranteed.....	80,800	7	"	New York.	1888	....
1st Mortgage for \$1,000,000.....	688,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. &):						
Shenango Valley (Ct.):							1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy and Boston:						
Shore Line (N. Y. & N. H.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
Sioux City and St. Paul:							3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	Convertible Bonds.....	648,000	7	"	"	1882	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....					

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.							When.	Where.		
Toledo, Wabash and Western:															
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	93		Western Maryland:							
1st M.(L.Erie, W. & St.L. 167 m.)	2,500,000	7	"	"	1890	92		1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80	
1st Mort.(Gt.W.R.R.W.D.100m.)	4,000	10	April & Oct.	"	1868			1st Mort. endor. by Balt.	200,000	6	"	"	1890	97	
1st M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1890	92		2d Mort.	30,000	6	"	"	1890	98	
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1882	91		2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	93	
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1878	88		2d Mortgage preferred	600,000	6	"	"	1895	70	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878			3d Mortgage endor. by Balt.	875,000	6	"	"	1900	98	
2d Mort. (T. Wab. & Wt. 167 m.)	1,600,000	7	"	"	1871	92		Western Pacific (Cen. Pac.):							
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	"	"	1893	80		1st Mortgage assumed, gold...	2,735,000	6*	Jan. & July.	New York.	1899	92	
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	75		Western Pennsylvania (Penn.):							
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	70		1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80	
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	81		1st Mortgage (Pittsb. Br. 23 m.)	1,000,000	6	Jan. & July.	"	1896	...	
Troy, Salem & Rutland (S. & Sar.):															
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890			Western Union (M.& St. P.):							
Troy Union (and Depot):								1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1899	...	
1st Mortgage, guaranteed	180,000	6	Jan. & July.	New York.	1873			West Jersey:							
2d Mortgage, guaranteed	500,000	6	"	"	1878			Loan of Mar. 1, 1863, gr. by C.&A.	400,000	6	March & Sept.	Camden.	1888	...	
Tuckerton:															
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901			1st Mortgage, Jan. 1, 1868...	1,000,000	6	Jan. & July.	"	1896	92	
Union Pacific:															
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bos.	'96-'99	74		Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100	
2d Mortgage (Gov. subsidy)	27,236,000	6	"	"	'96-'99			West Wisconsin:							
1st Mort. Land Grant	9,193,000	7	April & Oct.	"	1889	65		1st Mort. land gr. gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84	
Income Mortgage	10,000,000	10	March & Sept.	"	1874	49		Whitehall & Plattsburg (M. & P.):							
Omaha Bridge B'ds, atg. \$250,000	2,500,000	8*	April & Oct.	London.	1896			1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	...	
Union Pacific (Central Div.):															
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895			Wicomco and Pocomoke:							
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	'96-7-8			1st Mortgage	200,000	7	Jan. & July.	New York.	1873	...	
Union Pacific, S. Br. (M.K. & T.):								Williamston and Tarboro':							
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899			1st Mortgage	350,000	8	May & Nov.	New York.	1900	...	
Union & Titusville (O.C. & A.Riv.):								Wilmington, Colum. & Augusta:							
1st Mortgage	500,000	7	Jan. & July.	New York.	1890			1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72	
United Companies of New Jer.:															
Sinking Fund sterling \$262,000	1,268,080	6*	Jan. & July.	London.	1880			Wilm. Charlotte & Rutherford:							
Loan of 1875 (Joint Companies)	675,008	6	April & Oct.	Philadelphia.	1875	93		1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	...	
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875			1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	...	
Loan of 1883 (")	450,000	6	"	"	1878			Wilmington and Reading:							
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	90		1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99	
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	84		2d Mortgage coupon or regis.	723,000	7	Jan. & July.	"	1902	83	
Consolidated (mort.) Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	97		Wilmington and Weldon:							
Sterling Loan \$369,200	1,844,000	5*	March & Sept.	London.	1894			Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	...	
Sterling Loan \$230,000	1,800,000	6*	"	"	1888			Currency Bonds	221,400	7	May & Nov.	"	1882	...	
Loan of 1888	154,000	6	"	"	1888			Sinking Fund gold, Bonds.	710,000	7*	Jan. & July.	New York.	1893	90	
Bond to State of New J. (N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887			Wilmington and Western (Del.):							
Bond to State of N. Jer. (U.Co's)	500,000	7	April & Oct.	Philadelphia.	1894			1st Mortgage, Jan. 1, 1872.	400,000	7.3	J. A. & J. O.	Wilmington.	1892	...	
Loan of 1894	2,000,000	6	"	"	1888			Winona & St. Peter (C. & N. W.):							
Utica and Black River:															
1st Mortgage	851,500	7	Jan. & July.	N. Y. & Utica.	1878			1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82	
Utica, Chen. & Susq. Val. (D.&HCo):															
1st Mortgage		7	"	"				2d Mortgage \$12,000 p. m.	1,565,000	7	May & Nov.	"	1890	...	
Utica, Ithaca and Elmira:															
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892			Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	...	
Vermont Central:															
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	21		Wiscnsein Central:							
2d Mortgage consolidated	1,500,000	7	"	"	1891	67		1st M. L. G. gold S. Y. \$25,000pm		7*	Jan. & July.	Boston.	1901	...	
1st Mort. (Stan. Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	74		Worcester (Md.):							
Guar. Stock (Vt. & O.R.R.)	795,500	6	June & Dec.	"	80			Worcester and Nashua	210,000	6	Jan. & July.	Baltimore.	1891	...	
Equipment Mortgage	1,000,000	8	May & Nov.	"	76-77	79		Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	...	
Equipment Mortgage	1,000,000	8	"	"	1889	79		Plain Bonds	75,000	6	"	"	1890	...	
Vermont and Massachusetts:								CANAL BONDS.							
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92		Chesapeake and Delaware:							
Convertible bonds, tax free	200,000	7	"	"	1879	99		1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85	
Vermont Valley (Rutland):															
1st Mortgage	386,000	7	April & Oct.	New York.	1860			Chesapeake and Ohio:							
2d Mortgage	114,000	6	"	Boston.	1860			1st Mortgage	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...	
2d Mortgage	293,200	7	"	New York.	1859			Sterling Loan guaranteed	4,375,000	5*	"	London.	1890	...	
Vicksburg and Meridian:															
1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890			Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112	
2d series (blue)	850,000	7	"	"	1890			Delaware Division (L.C. & N.):							
3d series (black)	154,000	7	"	"	1890			1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89	
4th series (not end.)	1,273,000	7	April & Oct.	"	1880			at Mort. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	...	
Special Loan 1871	225,439	8	Jan. & July.	"	1880			age re- 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	102	
Vineyard:															
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890			estered. 3d series, Jan. 1, 1871.	6,000,000	7	"	"	1891	104	
Virginia & Tennessee (A.M. & O.):								Delaware & Raritan Sea U'd Co's.							
1st Mortgage	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95		Lehigh Coal and Navigation:							
Enlarged Mortgage	990,000	6	"	"	1884	76		Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86	
4th Mortgage	846,000	6	March & Sept.	"	1900	88		Mortgage Loan reg.	2,400,000	6	F. M. A. & N.	"	1897	10	
Registered Certificates	123,208	8	Jan. & July.	"	'71-'75			Mortgage (equip.) Loan, gold...	4,940,000	6*	June & Dec.	"	1897	83	
Funded Interest	204,200	8	"	"	1880			Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92	
Income Mortgage (fundable)	112,500	8	"	"	1866			Convertible Bonds	1,490,879	6	June & Dec.	"	1817	68	
Walkill Valley (Erie):															
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910			Monongahela Navigation:							
Ware River (Vt. Cen.):								1st Mortgage	103,000	6	Jan. & July.	New York.	1887	...	
1st Mortgage gold, for \$760,000.	462,000	6*	June & Dec.	New York.	1890			Morris (and Banking):							
Warren (D. L. & W.):								1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94	
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875			2d Mortgage	285,000	6	"	"	1876	93	
2d Mortgage, guaranteed	750,000	7	May & Nov.	"	1900			Boat Loan, sinking fund	236,968	7	"	"	1885	90	
Warren & Franklin (O.C. & Allr.):								Preferred Stock Dividend Scrip.	193,164	7	Feb. & Aug.	"	1887	...	
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83		Pennsylvania:							
Warwick Valley (Erie):								1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69	
1st Mortgage	85,000	7	April & Oct.	New York.	1890			1st Mortgage (Wy. Val. Can.)	600,000	6	"	"	1878	...	
Washington and Ohio:								1st Mortgage (Erie Canal)	743,654	7	"	"	1895	...	
1st Mortgage gold, \$9,000,000		7*	April & Oct.	New York.	1891			Interest Bonds (Erie Canal) 1850	161,960	7	"	"	1873	...	
Watertown & Rome (R.W. & O.):								Schuylkill Navigation (Ph. & Rdg)							
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880			1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	1882-97	...	
Westchester and Philadelphia:								2d Mortgage	4,018,670	6	Jan. & July.	"	1882	71	
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873			Plain Bonds	85,222	6	"	"	1876	75	
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100		Improvement bonds	302,500	6	May & Nov.	"	1870	80	
Western of Alabama:															
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1883			Boat and Car Loan	766,650	6	"	"	1898	75	
1st Mortgage (M. & W. Point R.R.)	730,000	8	"	"	1881			Boat and Car Loan	628,104	7	"	"	1889	80	
2d Mortgage (consols guar.)	1,148,000	8	"	"	1900			Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71	
Income Mortgage	513,400							Susquehanna (S. & Tide Water):							
Western Maryland:															
1st Mortgage								1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74	
1st Mortgage								2d Mortgage	700,000	6	"	"	1888	...	
2d Mortgage								3d Mortgage	874,000	6*	"	London.	1878	...	
1st Mortgage								Tide-Water (Sug. & Tide-W.):							
1st Mortgage								1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1874	...	
2d Mortgage								2d Mortgage	300,000	6	"	"	1885	...	
3d Mortgage								3d Mortgage	437,000	6	"	"	1878	...	
1st Mortgage								Union:							
1st Mortgage								1st Mortgage	3,000,600	6	May & Nov.	Philadelphia.	1883	...	
2d Mortgage								West Branch and Susquehanna:							
2d Mortgage								1st Mortgage	450,000	6	Apr. & Oct.	Philadelphia.	1878	...	
3d Mortgage								2d Mortgage	298,000	6	May & Nov.	"	1899	...	

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Rolling Stock occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "S."

[illegible]

Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	Jun. 30, 1873	Jul. 31, 1873	Aug. 31, 1873	Sep. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	Jun. 30, 1874	Jul. 31, 1874	Aug. 31, 1874	Sep. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	Jun. 30, 1875	Jul. 31, 1875	Aug. 31, 1875	Sep. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	Jun. 30, 1876	Jul. 31, 1876	Aug. 31, 1876	Sep. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	Jun. 30, 1877	Jul. 31, 1877	Aug. 31, 1877	Sep. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	Jun. 30, 1878	Jul. 31, 1878	Aug. 31, 1878	Sep. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	Jun. 30, 1879	Jul. 31, 1879	Aug. 31, 1879	Sep. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	Jun. 30, 1880	Jul. 31, 1880	Aug. 31, 1880	Sep. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	Jun. 30, 1881	Jul. 31, 1881	Aug. 31, 1881	Sep. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	Jun. 30, 1882	Jul. 31, 1882	Aug. 31, 1882	Sep. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	Jun. 30, 1883	Jul. 31, 1883	Aug. 31, 1883	Sep. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	Jun. 30, 1884	Jul. 31, 1884	Aug. 31, 1884	Sep. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	Jun. 30, 1885	Jul. 31, 1885	Aug. 31, 1885	Sep. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	Jun. 30, 1886	Jul. 31, 1886	Aug. 31, 1886	Sep. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	Jun. 30, 1887	Jul. 31, 1887	Aug. 31, 1887	Sep. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	Jun. 30, 1888	Jul. 31, 1888	Aug. 31, 1888	Sep. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	Jun. 30, 1889	Jul. 31, 1889	Aug. 31, 1889	Sep. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	Jun. 30, 1890	Jul. 31, 1890	Aug. 31, 1890	Sep. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	Jun. 30, 1891	Jul. 31, 1891	Aug. 31, 1891	Sep. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	Jun. 30, 1892	Jul. 31, 1892	Aug. 31, 1892	Sep. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31
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110	Providence and Worcester, R. I. & Mass.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
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New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

Th.9. F.10. Sat.11. M.13. Tu.14. W.15

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	104	103	105	106	106
U. S. 5s, 1874, coup.	104	103	105	106	106
U. S. 5s, 10-40s, reg.	104	103	105	106	106
U. S. 5s, 10-40s, coup.	104	103	105	106	106
U. S. 5s, 1881, reg.	107	107	107	107	107
U. S. 5s, 1881, coup.	107	107	107	107	107
U. S. 5s, 1881, coup.	107	107	107	107	107
U. S. 5s, 1881, coup.	107	107	107	107	107
U. S. 5s, 5-20s, reg. '62.	106	106	106	106	106
U. S. 5s, 5-20s, c. 1862.	106	106	106	106	106
U. S. 5s, 5-20s, reg. '64.	106	106	106	106	106
U. S. 5s, 5-20s, c. 1864.	106	106	106	106	106
U. S. 5s, 5-20s, reg. '65.108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1865.109	109	109	109	109	109
U. S. 5s, 5-20s, r. n. '65.113	113	113	113	113	113
U. S. 5s, 5-20s, c. n. '65.113	113	113	113	113	113
U. S. 5s, 5-20s, reg. '67.113	113	113	113	113	113
U. S. 5s, 5-20s, c. 1867.113	113	113	113	113	113
U. S. 5s, 5-20s, reg. '68.114	114	114	114	114	114
U. S. 5s, 5-20s, c. '68.	114	114	114	114	114
U. S. 5s, Pac.R.R. issue.	111	110	110	110	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

W.8. Th.9. F.10. Sat.11. M.13. Tu.14.

Catawissa preferred	39	39	39	39	39
Camden and Amboy	39	39	39	39	39
.. 6s, 1875	93	93	93	93	93
.. 6s, 1883	90	90	90	90	90
.. 6s, 1889	90	90	90	90	90
.. mort. 6s, '89	90	90	90	90	90
Elmira & Williamsport	90	90	90	90	90
.. pref.	90	90	90	90	90
Lehigh Navigation	27	27	27	27	27
.. 6s, 1884	55	55	55	55	55
.. Gold L.	85	85	85	85	85
.. R. R. L.	90	90	90	90	90
.. Conv. L. '77	68	68	68	68	68
Lehigh Valley R.R.	58	58	58	58	58
.. 6s new coup.	58	58	58	58	58
.. 6s new reg.	58	58	58	58	58
Little Schuylkill R.R.	45	45	45	45	45
.. 7s.	51	51	51	51	51
Minehill	51	51	51	51	51
Morris Canal	51	51	51	51	51
.. pref.	51	51	51	51	51
North Pennsylvania	47	47	47	47	47
.. 7s.	96	96	96	96	96
.. 10s, 1887	96	96	96	96	96
Northern Central	18	18	18	18	18
Oil Creek & Alleg. Riv.	18	18	18	18	18
.. 7s.	66	66	66	66	66
Pennsylvania R.R.	49	49	49	49	49
.. 1st M.	100	100	100	100	100
.. 2d M.	95	95	95	95	95
.. Gen. mort.	95	95	95	95	95
.. reg.	90	90	90	90	90
Penn. State 6s. 1st series	100	100	100	100	100
.. 6s, 2d series	102	102	102	102	102
.. 6s, 3d series	105	105	105	105	105
Philadelphia City, 6s.	97	97	97	97	97
.. new	101	101	101	101	101
Philad. Germ. & Nor.	83	83	83	83	83
Phila. & Reading	52	52	52	52	52
Philadelphia and Erie	18	18	18	18	18
.. 6s.	84	84	84	84	84
.. 7s.	84	84	84	84	84
Phila. Wilm. & Balt.	84	84	84	84	84
Schuylkill Navigation	10	10	10	10	10
.. prof.	10	10	10	10	10
.. 6s, 1882	75	75	75	75	75
.. 6s, 1876	75	75	75	75	75
.. 6s, 1872	75	75	75	75	75
United Co. of N. Jersey	115	115	115	115	115
Hestonville, (Horse)	16	16	16	16	16
Chestnut & Wal.	54	54	54	54	54
Green & Coates	45	45	45	45	45
2d and 3d streets	57	57	57	57	57
Spruce and Pine	57	57	57	57	57
13th and 15th sts.	57	57	57	57	57

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

W.8. Th.9. F.10. Sat.11. M.13. Tu.14.

Baltimore City 6s, 1875	98	98	98	98	98
.. 1880	98	98	98	98	98
.. 1890	96	96	96	96	96
.. 1884	96	96	96	96	96
.. 1900	96	96	96	96	96
Balt and Ohio	102	102	102	102	102
.. bonds, 1875	161	161	161	161	161
.. 1880	161	161	161	161	161
.. 1885	91	91	91	91	91
Marietta & Cin. 1st M.	99	99	99	99	99
.. 2d M.	88	88	88	88	88
.. 3d M.	75	75	75	75	75
Northern Central	30	30	30	30	30
.. bonds, 1885	30	30	30	30	30
.. 1900	30	30	30	30	30
Pittsb. & Connellsv. 7s.	89	89	89	89	89
N. W. Va. 1st mort.	45	45	45	45	45
.. 2d mort.	45	45	45	45	45
.. 3d mort.	45	45	45	45	45
Virginia & Consol.	48	48	48	48	48
.. Defer. Certif.	10	10	10	10	10
City Passenger R.R.	10	10	10	10	10

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

Th.9. F.10. Sat.11. M.13. Tu.14. W.15

Boston and Albany	143	143	143	143	143
Boston and Lowell	115	115	115	115	115
Boston and Maine	115	115	115	115	115
Boston and Providence	115	115	115	115	115
Boston, Hartford & Erie	23	23	23	23	23
Cheshire, pref.	92	91	90	90	90
Chi., Burl. & Quincy	92	91	90	90	90
Concord	94	94	94	94	94
Connecticut River	94	94	94	94	94
Eastern	94	94	94	94	94
Fitchburg	94	94	94	94	94
Manchester & Lawrence	76	75	74	74	70
Michigan Central	76	75	74	74	70
Northern, N. H.	76	75	74	74	70
Ogdens & Lake Champ.	76	75	74	74	70
Old Colony	109	109	109	109	109
Ph., W. & Baltimore	51	51	51	51	51
Port'd, Saco & Ports	124	124	124	124	124
Union Pacific	73	72	73	73	71
.. Land Grant 7s.	51	51	51	51	51
.. Income 10s.	51	51	51	51	51
Vermont & Canada	51	51	51	51	51
Vermont & Mass.	51	51	51	51	51
South Boston (Horse)	51	51	51	51	51
Cambridge	51	51	51	51	51
Metropolitan	51	51	51	51	51
Middlesex	51	51	51	51	51
Central Mining Co.	22	22	22	22	21
Copper Falls	22	22	22	22	21
Franklin	4	4	4	4	3
National	35	35	35	35	35
Quincy	35	35	35	35	35

London Stock Exchange.

Closing Prices.

Atlantic & Gt. W. 1st mort., \$1,000	73	75	74	76
Do. 2d mort., \$1,000	59	61	63	65
Do. Con. mort. Bnds Bisch's Cert.	33	35	39	41
Do. Reorg. Scrip.	97	99	97	99
Do. Leas. Lines, Rental Bonds	85	89	89	91
Detroit & Milwaukee 1st mort. Bonds	65	70	65	70
Do. 2d do.	65	70	65	70
Erie shares 100 dol. all paid	42	43	43	44
Do. 6 per cent Convertible Bonds	95	96	96	96
Cons. Mort. amount auth. to be issued for conv. of existing bonds	90	93	92	93
Illinois Central \$100 shares all paid	82	84	84	86
Do. Redemption mort. Bonds 6 p.c.	102	104	102	104
Illinois & St. Louis Bridge 1st mort.	102	104	102	104
Marietta and Cincinnati Rail. Bonds	82	86	83	86
Michigan Central 8s 1882, conv.	85	90	85	90
Panama 2d mort.	84	86	84	86
Panama General mort.	97	99	97	99
Pennsylvania, 2d mort.	96	97	96	97
Do. General mort.	96	98	96	98
Do. \$50 shares	41	43	40	43
Philadelphia and Erie 1st mort.	90	100	90	100
Do. with option to be paid in Phila.	97	98	97	99

American Railroad Journal.

Saturday, October 18, 1873.

Stock Exchange and Money Market.

The week has been one of unusual severity in Wall Street affairs, with uneasiness and depression as the characteristic features, and toward the close a very decidedly bearish temper prevalent in Stock Exchange affairs. The bankruptcy proceedings in the case of a prominent firm, now in suspension, and the injunctions, which followed upon Money lenders on Stock collaterals tended to seriously aggravate the Monetary stringency—making it extremely difficult to borrow funds for use at the Stock Board, or to have Stock carried on margins. The reported advance of the Bank of England rates also operated against the interests of borrowers. Money closed very firmly at $\frac{1}{8}$ to $\frac{1}{4}$ of one per cent for accommodation from day to day, in addition to the legal rate, to the Stock Exchange houses, with the offerings of aid, in this line, on a very reduced scale, forcing brokers to contract their business, and, in many instances, to adopt the rule of requiring orders from customers to be accompanied by cash, thus practically reducing dealings to an actual cash basis, and, of course, very decidedly curtailing speculative transactions. In the line of discounts,

there was some increase of demand for the best grades of commercial paper, but rates continued to range high as against the makers of such paper: the current quotations at the close having been from 12@18 per cent per annum. Several new failures and suspensions in the Stock and mercantile lines were reported, during the week, as the result of the protracted Money pressure, and general financial derangement. The banks report their affairs as in a much improved condition, and manifest more willingness to help the commercial classes, as they diminish their offers of assistance to the Stock brokers.

The cash balances in the United States Treasury at Washington on Tuesday were: Currency, \$3,347,193; special deposits of legal tenders for the redemption of certificates of deposit, \$11,325,000; coin, \$80,554,141. Coin certificates, outstanding, \$30,948,400. Outstanding legal tenders, \$359,066,888.

The U. S. Sub-Treasury, last week, reduced its currency balance \$115,080, and added to its coin reserve \$3,976,654. Its currency balance at the close of the week was \$2,989,569; and its coin reserve \$50,534,231.

Gold receded to 108 $\frac{1}{2}$, and subsequently advanced to 109 $\frac{1}{2}$, closing on Wednesday at 108 $\frac{1}{2}$ as against 109 $\frac{1}{2}$ on Wednesday of the preceding week. The demand quickened perceptibly toward the close, especially on speculative account. The export drain was light, and the customs call moderate. The specie outflow, last week, was only \$527,851.

The customs demand for Gold last week, averaged \$307,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$102,305,349, against \$122,244,181 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$55,388,073, against \$60,575,529 during the same time in 1872. The export drain of specie since January 1, 1873, has been \$43,467,963 against \$60,638,764 during the same portion of 1872.

The import of foreign merchandise, at New York, including dry goods amount for the past week to \$7,219,707, as compared with \$6,606,985 same week last year. The exports of domestic produce are \$7,025,781, as against \$6,114,056 last year. The exports of gold and silver \$527,851, as against \$155,234 last year. The customs in gold deposited during the week in the New York Office of the Treasury amounted to \$1,843,000, comparing with \$2,694,000 same week last October.

Foreign Exchange has been quoted higher, with a readier sale noted for prime bills, though the market closed irregularly. Bankers' sixty day bills on London closed on Wednesday at 106 $\frac{1}{4}$ @107; sight bills on London, at 107 $\frac{1}{4}$ @108. The week's exports of Domestic Produce have been to the enormous currency value of over seven millions.

Government securities have been in fair investment demand but at variable prices, moving more in sympathy with gold than with the course of Money.

U. S. sixes of 1881 closed on Wednesday of this week at 114@114 $\frac{1}{2}$; U. S. Five-Twenties of 1862, 106 $\frac{1}{2}$ @107; U. S. Five-Twenties of 1864 at 107@107 $\frac{1}{2}$; U. S. Five-Twenties of 1865 107@

107½; U. S. Five-Twenties of 1865 consolidated 109½@110¼; U. S. Five-Twenties of 1867, 111¼@111¾; U. S. Five-Twenties of 1868, 111@111¼; U. S. Ten-forties at 105½@106; U. S. Fives of 1881 (Funding Loan) 106½@107; Six per cent. currency Sixes from 109@109½.

Business in Railway and Miscellaneous securities has been pressed for sale at very much lower prices, yet have been far from meeting with anything like a confident demand at the reduced figures; the market closing however rather stronger.

There has been very little inquiry noted for State and Railway bonds, and values have been unsettled and more or less nominal and very irregular. Central Pacific first mortgage six per cents closed at from 87@90.

The exports of cotton for the week were from New York 7,929 bales, included in the general return of \$8,378,130 of Domestic Exports, and 8,780 bales from the Southern ports direct—together 16,709 bales. In the corresponding week last year the Exports were 16,557 bales from New York and 21,277 bales from Southern ports—together 37,834 bales. The sickness at the South and the Money panic have kept back the Cotton receipts at the sea board, and the new crop receipts are now 135,000 bales behind last season.

General business has been fairly active in the produce lines, but very dull in the way of merchandise; values in nearly all instances have been much lower. Exporters have been buying quite freely of Flour, Wheat, Corn, Cheese, Tobacco, and Rosin at the modified prices. Live Stock have been quoted cheaper, with a restricted volume of dealings. The Metal trade has been very tame, and generally much depressed. Holders do not seem very willing to entertain other than cash bids. Ingot Copper has been quiet and heavy—and quoted at 24½c.; sales 40,500 lbs. on private terms. Iron has been very quiet, with prices favoring buyers decidedly, especially for cash. Only small sales transpired with Eglington Pig, quoted at \$41@41 50; Glengarnock, do. at \$42@42 50; American do. at \$40@42; No. 2 do. at \$32@35; and No. 3 at \$28@31. Lead and Zinc dull and unsettled. Spelter very quiet, with foreign quoted at 7¼c.@7¾c. gold. Tin dull; Straits quoted at 30c.@30¼c., and English at 27½c., gold. Of tin plates, 250 boxes charcoal sold at \$10 gold. Ocean freights have been moderately active, but on a reduced basis as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey 1st mort., 102; Toledo, Wabash and Western 7s, consol., 70½; Cedar Falls and Minnesota 1st mort., 73; Albany and Susq. 1st mort., 100; do. 2d mort., 92; Ohio and Miss. 7s, consol., S. F., 88; Long Dock bonds, 94½; Quincy and Toledo 1st mort., 92; Milwaukee and St. Paul 1st mort., LaC. div., 83; Boston, Hartford and Erie 1st mort., 23; Delaware, Lackawanna and Western 7c, conv., 95; Toledo, Peoria and Warsaw 1st mort., W. D., 80; do. E. D., 86; St. Louis and Iron Mt. R. R., 60; do. 1st mort., 90; Belleville and Southern Illinois 1st mort., 92½; Galena and Chicago 2d mort., 102; Chicago and Milwaukee 1st mort., 90; Clev., Col., Cin. and Ind. 1st mort., 99; Chicago and Alton, new, 90; New Jersey R. R., 115; New

Jersey Southern R. R. 17½; Atlantic and Pacific pref. 14½; Rensselaer and Saratoga R. R., 99½; Western Union Telegraph, 53; do. 7s, 94; Consol. Coal of Md. 41; Pennsylvania Coal, 242; Maryland Coal, 16; Adams Exp., 79; U. S. Exp., 50; Wells-Fargo Exp., 60; South Carolina 6s, new, Jan. and July 9; N. Y. State 7s, B. L., coupon, 104; do. reg., 105; do. 6s, 1873, 107; Ohio 6s, 1881, 101.

Philadelphia.—Lehigh Nav. conv. 6s, 1882, 68; Philadelphia and Reading Gen'l mort., 7s, coupon 97; do. reg., 99¼; do. 7s, 1893, 100; do. 7s, new, conv., 97; Lehigh Valley 7s, coupon, 101; do. reg., 101½; Huntingdon and Broad Top 1st mort., 100; West Jersey R. R. 7s, 100; West Chester and Philadelphia R. R. 7s, 100; Schuylkill Nav. 7s, B. L., 80; Camden and Atlantic R. R., 30; Catawissa R. R., 13; do. new, pref., 29½; Nesquehoning R. R., 50; Pennsylvania Canal, 10½; 5th and 6th Streets R. R., 52; Pittsburg 5s, 72½. The latest quotations are: City 6s, 96@97; do. free of tax, 100½@101; Pennsylvania State 6s, 1st series, 99¼@100½; do. 2d series, 102@102¾; do. 3d series, 105@108; Philadelphia and Reading 48½@48¾; do. Gen'l mort. 7s, coup., 96@97; do. reg., 95@100; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 97@98; United New Jersey R. R. and Canal Co., 114½@115; Camden and Amboy 1st mort. 6s, 1889, 96@97; do. 1883, 89@90; do. 1889, 80@84½; Pennsylvania R. R., 45½@45¼; do. 1st mort., 98@100; do. 2d mort., 95@95 do. General mort. coupon, 87@90; do. reg., —@93½; Little Schuylkill R. R., 44@45; Morris Canal, 45@—; do. pref., 120@120; do. 6s, 88@—; Susquehanna Canal, 6@9; do. 6s, 66@75; Schuylkill Nav., 5@7; do. pref., 10¼@11; do. 6s, 1882, 70@71½; do. 1872, 75@76; Elmira and Williamsport pref., 36@38; do. 7s, 1873, 93@95; 5s, do. 55@60; Lehigh Coal and Navigation 22½@23½; do. 6s, 1884, 84@86; do. R. R. Loan, 88@90; do. Gold Loan, 82@83; North Pennsylvania, 47@49; do. 6s, 99@100; do. 7s, 96½@100; do. Chatte 10s, 103@110; Philadelphia and Erie, 15@18½; do. 6s, 80@87; Mine bill, 50@51; Catawissa, 12@15; do. pref., 38¼@39¼; do. 7s, 1900, —@—; Lehigh Valley, 55@56; do. 6s, new coupon, 92½@94½; do. reg., 96@97; do. 7s, 101@102; Fifth and Sixth streets, (horse), 49@52; Second and Third, 56½@57; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 25@31; Green and Coates 44@46; Chestnut and Walnut, 58@59; Hestonville, 15@16; Germantown, 28@—.

Boston.—Eastern R. R. 6s, 94; do. 7s, 1882, 97½; Chicago, Burlington and Quincy 7s, 90; Vermont Central 1st mort., 21; Maryland and Delaware R. R. 1st mort., 1885, 20; Old Colony 7s, 1877, reg., 100; Boston and Albany 7s, 1892, 103½; Atchison, Topeka and Santa Fe 7s, 60; do. 7s, L. G., 60; Boston and Maine 7s, 1880, 97½; Chicago and Iowa R. R. 1st mort. 8s, 1901, 90; Cincinnati, Sandusky and Cleveland R. R., 9¾; Worcester and Nashua R. R., 125; Rutland pref., 45; do. scrip No. 3, 83¼; do. No. 4, 80; Burlington and Missouri River R. R. in Iowa, 90; do. in Nebraska, 45; Boston Water Power Co., 15; Cary Imp., 6¼; Massachusetts 6s, 1876, gold, 105; Maine 6s, 98; Boston 6s, 1880, currency, 98½; do. 5s, 1875, gold, 102¾; do. 1878, gold, 100; Hartford 6s, 1893, 90½; Chicago 7s, 1890,

94¼; St. Louis 6s, 1886, 85; Damariscotta, 6s, 1891, R. R., 84¾; Cambridge 6s, 1890, 92; Charlestown 6s, 1893, 94; Cook Co., Ills., 7s, 1885, 94; Allouez Mining Co., 10; Calumet and Hecla, 135; Mesnard, 1; Petherick, 23½; Rockland, 1¼; Shuniah Silver, 25c.; St. Clair, 1¾.

Baltimore.—Orange, Alex. and Manassas 7s, 76; Virginia consols, coupons, 75; Maryland 6s, 1890, 95; do. Defense 6s, 102¼; Baltimore 5s, 80½; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@72; Pittsburg and Connellsville 7s, 1898, 85@87½; Baltimore and Ohio, 160½@160¾; do. 6s, 1875, 96@98½; do., 1880, 97@97; do., 1885, 91@94; Parkersburg Branch, 9@11; Northern Central, 29@30; do. 6s, 1885, 86½@92; do., 1900, 80@86; do., 6s, 1900 gold, 86½@90; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, @95; Marietta and Cincinnati 1st mort. 7s, 1892, 97@97½; do., 2d mort., 7s, 88@88; do., 3d mort., 8s, 70½@72; Central Ohio, 39@41; do. pref., —@39; do. 1st mort., 80@83¼; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96; do. 2d mort. pref., 75@79; do. 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@72; Orange and Alexandria 1st mort. 6s, —@91½; do., 2d mort. 6s, 75@85; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 75@76¾; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 95@—; do., 1884, 95@95; do. 1886, 95@96; do. 1890, 95½@96; do., 1893, 95@96; do. 1893, exempt, 100@101½; do., 1900, exempt, 95@96; do. 1900, new, 95@96½; do. 1902, 95@97; Memphis City 6s, —@50; Maryland Defense Loan, 1883, 101½@102¾; Virginia 6s, old, 87@—; do. coupon old, 33@36; do. consol. 6s, 44½@45½; do. coupons, 72@74¾; West Virginia, 7¾@10; City Passenger R. R., 16@22; George's Creek Coal, 110@125.

One President to Another on the Financial Situation.

We have read in the daily journals a letter from General Grant to Mr. Cowdrey, President of the Continental National Bank of this city, concerning the present and prospective state of our finances, resumption of specie payment, &c.

While there seems to run through it a strong gleam of confidence as to the future, the writer seemingly omits no opportunity for self-information, while summering along with our Bank Presidents in their "cottages by the sea."

And, *en passant*, we may add, neither the President nor anybody else, could seek knowledge on such matters from a better or more reliable source; for we deem Mr. Cowdrey one of the soundest, most astute, as well as conservative capitalists and financiers among us. We have enjoyed his acquaintance many years, and to our own knowledge, during all that time, he has made finance, banking, &c., subjects of thorough practical study.

The revenue of the Baltimore and Ohio Railroad and branches, including the Ohio divisions, for September, 1873, amounted to \$1,455,248 75, showing an increase of \$162,778 71, as compared with September, 1872.

Business Created by Railways.

At a time when there is a disposition to hold railways responsible for the disturbed financial condition of the country, an exchange magnanimously recalls people to the recollection of the amount of commerce and industry wholly created by and dependent upon the railways themselves. It classifies the details of the business as follows:

"1. Construction; 2. Rolling stock; 3. Repairs; 4. Supplies for running. The first embraces lumber for sleepers and wooden bridges and stations; iron for rails, chairs, iron bridges and workmen's tools; stone for bridge piers and retaining walls; bricks for stations. The second includes locomotives, passenger cars and freight cars. The third requires a renewal of all these constantly to remedy accidents and wear and tear. The fourth demands wood and coal for fuel, lubricating oil for wheels, and burning oil for cars. This is exclusive of account books, stationery, etc. Now let the reader take seventy thousand miles of railway and apply all these items and see whether the result gives a trade that is in the aggregate small or large."

Some very forcible illustrations are given of the business created by railways. Two institutions in Philadelphia are referred to—Baldwin's locomotive works and Whitney's car wheel factory:

"The first covers six entire squares in that city, employs five thousand men, supports twenty thousand persons, and turns out work annually worth at least five millions of dollars. The second occupies a square of ground, and besides supplying American railways, exports car wheels to Europe."

The North Pacific Road alone expended five millions of dollars at one time in Philadelphia for rails, engines, cars, etc. Last year one million tons of rails alone were used on our American roads.

Erie Railway.

The Rochester Union says that the Erie Railway Company's civil engineers have just completed the preliminary surveys for a new line through Western New York, from Portage to Buffalo. The route starts from Portage, follows the Eastcoy creek through Wyoming county, passes the villages of Java Centre and Strykerville, then enters Erie county, passing through Wales, two miles north of the village of Aurora, through the township of that name, thence following the Buffalo Creek through the townships of Marilla and Lancaster, and so on to Buffalo. The new route, if adopted and built according to the survey just made, will not in any way interfere with the present line. It is not intended as a substitute for, but rather auxiliary to, the line now used.

The earnings of the Union Pacific Railroad for August, 1873, were \$837,277 00, the expenses \$400,947 00, and the net earnings \$436,330 00. In August, 1872, the earnings were \$789,567 00, the expenses, \$368,525 00, and the net earnings \$431,042 00—showing an increase in earnings of \$47,710 00, with an increase in expenses of \$42,422 00, making the increase in net earnings \$5,288 00. From January 1 to Aug. 31, 1873, the earnings were \$6,297,087 00, the expenses \$3,191,044 00, and the net earnings \$3,106,043 00—showing an increase in gross earnings compared with 1872 of \$922,521 00, and an increase in net earnings of \$834,980 00.

The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 30, are: freight, \$75,014 44; passengers, \$37,677 17—total, \$102,691 61.

The Cumming Nut-Lock.

The Lock-Nut and Bolt Company, 61 Broadway, New York, manufacture all kinds of bolts for fish bars, bridges, cars, machinery, etc., with the Cumming Nut Lock, the only method of locking a nut to the bolt. The device is a simple one, designed to remedy the difficulty which every mechanic has experienced, the working loose of nuts, causing annoyance, and if not attended to, many accidents. The invention consists in cutting a groove in the bolt in which a piece of copper wire is laid, and the nut, when turned on, cuts a thread in the wire. When the nut has been turned as far as is desired, the end of the wire is started out of the groove and riveted, entirely preventing the nut from working loose. This does not interfere with turning the nut off with a wrench, as it readily cuts its way over the wire again. The saving to railroad companies in the cost of help required to tighten bolts, which, without this, work loose, more than compensates for the additional cost of these bolts, and all who have had trouble in the past in the working loose of nuts will find a remedy in this simple device. These bolts are now in use on 90 railroads, for tracks, switches, engines, and cars, and are also extensively used on running machinery in South America, Mexico, and Colorado. They are especially valuable upon agricultural implements, and upon trip-hammers, and all kinds of machinery, in fact everywhere. The company, when desired, arrange on liberal terms with manufacturers, and allow them to make and use these bolts upon the payment of a royalty which costs even less than check nuts do. They seem determined to secure a large use for their invention.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending October 4, at 494,907 tons, and for the coal year 15,341,685 tons, against 14,630,787 tons to corresponding time last year, being an increase of 710,898 tons. The bituminous tonnage for the week is 84,386 tons, and for the year 2,401,636 tons, giving a total of all kinds for the week of 579,293 tons, and for the year of 17,743,321 tons, against 16,767,437 to same time last year, being an increase of 975,884 tons.

At a meeting of the gentlemen interested in the building of a new railroad from Chicago to Charleston, S. C., held in Chicago last week, the following officers were elected: Governor Magoffin, of Kentucky, president; Cyrus H. McCormick, of Chicago; James N. Sims, of Indiana; J. H. Johnson, of Kentucky; A. G. Wilson, of Tennessee; Thomas L. Clingman, of North Carolina; General J. W. Harrison, of South Carolina, and Mr. Erwin, of Georgia, vice-presidents; Major N. J. Vail, of Illinois, secretary. The road is to be known as the Chicago and South Atlantic Railway.

The Rockingham (Va.) Register says that the work of laying the rails on the Valley Railroad has been commenced at Harrisonburg. There is a large force engaged in the work, and the completion of the line to Staunton at an early day is beyond peradventure.

The Lancaster (Penn.) Express says that work on the Peach Bottom Railroad is going on as vigorously as ever.

Missouri, Kansas and Texas Railway.

The President of the Missouri, Kansas and Texas Railway Company has communicated to the New York Stock Exchange through its President the following notice:

In conformity with a rule of the Board of Brokers, requiring a notification of the amount of increase proposed to be made in the stocks and bonds quoted at your Exchange, I have the honor to inform you that at the late annual meeting of the stockholders of the Missouri, Kansas and Texas Railway Company, at which more than two-thirds of the entire capital stock were represented, the capital stock (common) of said company was increased \$4,460,000, on account of one hundred and forty-two miles of newly acquired road running from Sedalia, in the State of Missouri, to Hannibal, in said State. The amount of the capital stock on 785 miles of road is now \$21,405,000; total bonds, \$17,900,000.

Surveys are being made for the Iron Valley and Pennsylvania Line Railroad, from the Baltimore and Ohio Railroad, at the mouth of Raccoon creek (near Tunnelton,) north by east through Kingwood, crossing Cheat river near the mouth of Muddy creek, and then through the valleys of several small streams to the Pennsylvania State line, at the crossing of Big Sandy creek. This line is forty miles long, and is to be extended by a Pennsylvania Company fifteen miles to Ohio Pyle Falls, on the Pittsburg, Washington and Baltimore Railroad.

The Montreal Gazette of 11th inst. says: "We are in a position, from information received from a well informed source, to announce that the Canadian Pacific Railway Company has come to an understanding with the government to surrender the contract, and that the arrangements for its surrender will probably be completed in a few days. This information has not been unexpected, as the labors of the opposition to obstruct the company in its efforts to secure the necessary capital to construct the line, made success impossible."

The experiment made on the railroads of the Pennsylvania Company extending from Pittsburgh to Erie, Cincinnati, Chicago and Indianapolis, of telegraphic time signals, under the supervision of O. H. Booth, Superintendent of Telegraph, has worked so well in the running of trains that it is determined to continue the system permanently. The time used on all the roads is Columbus time and is regulated by the astronomical clock at the Allegheny Observatory each day.

The progress of the Hoosac Tunnel, during September was as follows: from central shaft westward, 184 feet; from western end eastward, 132 feet, making the total heading from the east portal 14,577 feet, and from the west portal 9,902 feet, leaving 552 feet only to be opened on October 1, 1873.

Negotiations between the Norfolk and Great Western Railroad Company and English capitalists are pending for the purpose of selling a sufficient amount of its bonds to insure the early construction of the road.

The Wheeling and Lake Erie Railroad Company have filed with the Secretary of State a certificate of increase of capital stock from \$4,000,000 to \$8,700,000.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN PASSENGERS SHOULD NOT ENTER TRAIN.

The facts of the late case of *Johnson vs. The West Chester and Philadelphia Railroad Company* (70 Penn. st., 357), are fully and clearly stated in the following opinion by—

AGNEW, J.—This case appears to have been carefully tried by the learned and able judge in the court below. Yet, after an attentive examination, we are led to the conclusion, that the rule of concurrent negligence was held a little too closely against the plaintiff, and the province of the jury rather trenched upon. The judge himself states the well-known rule that, "generally what constitutes negligence in a particular case, is a question for the jury." *Kay vs. Pennsylvania R. R. Co.*, 15 P. F. Smith, 273. But we think his error was in laying down as a rule of law, a matter which was only an element in the evidence, to wit; that if the train was distinctly running on the track, so as to be perceptible to those alongside, the plaintiff was guilty of negligence in attempting to enter upon the train, and could not recover. The following passages in the charge, perhaps most clearly denote the spirit and meaning of the instruction given to the jury:

"Yet, if the train was entirely still when he stepped from the platform by its side, it is not suggested that there was any want of care in the attempt to enter. If, however, it was not entirely still—was in the act of starting—taking up the slack as one of the witnesses denominated it, but was not yet distinctly under way, when he attempted to enter, then it is for you to determine whether he was or was not guilty of carelessness in making the attempt, encumbered as he was." The defendant has asked to instruct you, that if the train was in motion when the plaintiff attempted to get upon it, he was guilty of negligence, and cannot recover. If by the term "motion" is meant running upon the track—distinctly running so as to be perceptible to those alongside—the point is affirmed, otherwise it is not. There may have been some motion incident to starting, and preceding it, yet of so slight a character, that the law cannot pronounce an attempt to enter at the time negligence; but must leave it to the jury to judge of it in the light of all the circumstances. But if the train was distinctly running on the track when the plaintiff attempted to enter, then he was guilty of negligence, and cannot recover.

It is evident, that the meaning which a jury would draw from the charge was, that if the preparation for starting was over, and the train was under way, that, no matter how slow the motion, yet if the running of the train on the track was distinctly visible to a bystander, the plaintiff's time to enter was past, and his attempt to get on the train would be such culpable negligence in law as would bar his recovery. That such a rule may be applicable in some cases, may be true, though we do not now affirm it. But clearly we are not to leave out of view, in all cases, the conduct of the railroad company in producing the result, and the natural and probable effect that conduct has had upon the mind of the passenger in influencing his act. There cannot be an inexorable rule so unbending that no circumstances begotten by the railroad company itself, shall not change it. Even when a train is distinctly under

way, there are cases, and this was one, where it must be left to the jury to say whether the danger of going aboard was so apparent that it would be culpable negligence in the passenger to attempt it. Here the West Chester Railroad Company had a running arrangement with the Philadelphia and Baltimore Central Railroad Co., by which their trains met at the Baltimore Junction, and passengers were received from each on through tickets. The plaintiff's ticket is not questioned. Under such an arrangement, it is the duty of each company to give a reasonable time for the transfer of passengers and their baggage. In this instance, it appears that the West Chester train began to move almost as soon as the Baltimore train stopped. It seems that the conductor of the latter signalled the conductor of the former, that he had no passengers for the West Chester train. But the plaintiff, who had a through-ticket, was not responsible for this mistake. Reasonable time should be allowed to develop the fact whether there are passengers. A through-ticket, issued under such an arrangement, is binding on both roads. The plaintiff, it seems, hastened across the platform, and attempted to enter, but being encumbered with a valise, a bundle, and a coil of pipe on his arms, he missed his footing, fell to the track, and his right arm was crushed by the wheels of the car. The fact appears to be clear, that a reasonable time for the transfer was not given, and that the plaintiff, with all his effort to make haste, was unable to make the connection in consequence of this want of time. Now, though the train was distinctly in motion, so that a bystander, cool and unconcerned, could see it visibly running on the track, are we to say, as a matter of law, binding on the jury, that a passenger, having a right to go on the train, and seeing himself about to be left improperly by the wayside, is guilty of culpable legal negligence, if he should essay to reach his destination, no matter how slow the motion in running might be, or how little danger was apparent to him? He may be guilty of negligence, but of this the jury should judge under the circumstances. He may not "set his life or limbs on the hazard of a leap on the running train," as the judge emphatically said, and doubtless if such was the character of his attempt, it would be negligence. The expression "leap at a running train," denotes a higher effort and less consideration on the part of the traveler, than merely attempting to board a car under way. In the former a jury might discover negligence, while in the latter, they might not, in view of the circumstances, discover any. In discussing the conduct of the passenger merely, we are not to lay out of sight the wrong of the company, in its influence upon his mind and act. He may have strong motives to reach his destination—indeed, no man but must feel, and feel strongly, at being left by the wayside; he is conscious of his right to go aboard, and naturally becomes excited at the sight of the moving train, perhaps is alarmed, and in some degree confused. If the train be running slowly, and the danger is not apparent to him, what so natural as that he should hurry to reach the train, and to get aboard?

But if we lay down the inexorable rule for this and every other case, that whenever the train can be seen to be distinctly running, it is legal negligence to attempt to get on, we set a premium on

the wrong of the company, which influenced the very act itself. To say that whenever the motion of the train is so distinct that bystanders can see it under way, and running along the track, the passenger is to be as cool and unconcerned as they, fold his arms, and say to himself, I'll sue you for this breach of contract in leaving me here, is to him bitterness itself. He may be a stranger, and know not where to find accommodations, the severity of the winter may surround him, or the heat of summer oppress him; the elements may war against him, and night or approaching darkness may heighten his alarm. Or, if no stranger, his business may be urgent; his family may require his presence; his health may be poor; his means limited; his desire to reach his destination overpowering, and a hundred reasons may influence him to go on. Now, are we to say that the wrong which has caused his mind to be excited and aroused his fears, which confuses him, and has made him less cool and calculating than those who are standing by, and can look upon the parting train without emotion, is not to be taken into the account in considering his act? What caused his state of mind? Not his own carelessness or breach of duty as a passenger, but the illegal and wrongful act of the carriers. Surely it does not lie in the mouth of the railroad company to say to him, the law will take no account of our breach of duty in its effect upon you. You ought not to have suffered it to move you, but if you saw our train moving along the track, the slack taken up the train stretched out, and the cars under way, so that any one could distinctly see it running, you ought to have looked upon our leaving you on the wayside with perfect coolness; made no effort to go, and sued us for our breach of the contract of carriage. No matter how slow the motion of the train was, nor how little danger in getting on was apparent to you, or what the state of your mind caused by our wrongful act, it is not a question for the jury under the circumstances, but the law holds you guilty of culpable negligence in the attempt to board the train, and we are allowed to go free. This is too stringent a rule for the case. Culpable negligence is the omission to do something which a reasonable, prudent and honest man would do, or the doing of something which such a man would not do, under all the circumstances surrounding the particular case: *Shearman and Redfield on negligence*, § 7; *Kay vs. Penna. Railroad Co.*, 15 P. F. Smith, 273. Instead, therefore, of the rule laid down by the learned judge, he should have left it to the jury to say, under all circumstances in evidence, whether the danger of boarding the train, when in motion, was so apparent as to have made it the duty of the plaintiff to desist from the attempt. There is no objection to the court's assisting the jury in the performance of their duty, by reminding them of the danger of boarding a train in motion, and the caution and care that passengers should use, as well as of the duties of the carriers, and the influence of their wrongful acts, in producing the catastrophe. But railroad companies are bound to remember that they owe duties to the public, for whose benefit their charters have been granted, and therefore should not be lightly loosed from the effects of their own wrongful acts. We are of opinion the court

should have left the question of negligence on the part of the plaintiff to be determined by the jury upon the circumstances, and under an instruction less stringent and binding as to the duty of the plaintiff.

Judgment reversed, and a *venire facias de novo* awarded.

An Improved Box Car.

Our attention has been drawn to a box car, of improved pattern, now running on the Great Western Railway, and which differs in some important respects from the ordinary car in use. As everybody knows, the common box car has two doors opposite each other, placed midway in the sides; many cars have also an end-door, used only for loading such freight as cannot conveniently be got in at the side doors. But in the new car to which we refer the doors are placed opposite each other at one end of each side, and the single end door is dispensed with. The advantages claimed for the new design are numerous. The strength of the car is greatly increased, and its load carrying capacity corresponding multiplied.

This arises from the fact that the side bracing is continuous and solid between the two points of support upon which the car rests, there being no opening or break in the middle in the place where the side door is ordinarily placed, just where strength is required. It is the general complaint of railroad men, that cars employed in carrying heavy freight are continually requiring to be run into the shops for repairs in consequence of their "sagging," as it is technically called, in the centre. From this liability of the ordinary car to give way at its weak points, results another very serious inconvenience, in the twisting and spreading of the roof, rendering it leaky, and frequently causing freight to be damaged while in transit. In the improved car under the heaviest load there will be no danger of this, as the centre is as strong as any part of the car. The great advantage of having the doors placed in the end of the sides lies in the fact that by this means long lengths of lumber, long rails, and other long freight can be loaded in box cars with as much facility as any other kind. The longest length hitherto got into a box car without an end door is sixteen feet; but in the improved car of the ordinary length of thirty two feet, lumber, etc., up to thirty feet in length can be loaded. The end door, sometimes introduced in box cars of the old pattern was practically useless, as it required the cars to be cut off from their train and a long clear space left at the end of each car before it could be loaded. This extra door was also much objected to as lessening the security of the car against fire and pilferage. It is claimed for the improved box car that it possesses all the advantages of both the box and the flat or platform cars; and that railroads requiring cars of both descriptions to accommodate different sorts of freight may, by the adoption of this new principle, obviate the necessity of large outlay in car stock. An instance of this may be noted in the case of the traffic arising on the W. G. & B. R. Full train loads of lumber come down that road, and large quantities of merchandise require to be sent up north to supply the requirements of the numerous towns and villages in that district. For the former traffic platform cars have to be sent up empty returning loaded; for the latter, box cars are sent up loaded returning empty. By the adoption of the improved pattern, the same car would be equally available for both descriptions of traffic, and might be loaded both ways, to the great convenience of both the railway company and the public. One of these improved cars has been constructed, and is now running on the Great Western Railway giving the most complete satisfaction; it has been examined and approved by many railroad officials, and will likely soon come into general adoption on our railroads. We understand that the Great Western Railway Company will soon have seventy five more cars of the improved pattern running on that road. The inventor of the new improved

box car is Mr. Joseph Taylor, General Superintendent's Assistant, G. W. R., Hamilton.—*Hamilton (Ca.) Times*.

Grand Trunk Railway.

The Ottawa (Ca.) Gazette, in noticing the recent change of gauge on the Grand Trunk Railway, west of Montreal, from 5 ft. 6 in. to 4 ft. 8½ in., says:

A large number of the one hundred and fifty narrow gauge engines contracted for in the Spring have been delivered upon the line, and have proved by their trial trips to be first-class machines, capable of hauling very large trains of cars. Nearly a thousand new box and platform cars have also been delivered, whilst the conversion of about two thousand five hundred freight cars is taking place at Point St. Charles and Stratford, to the narrow gauge, two hundred being so changed during every twenty-four hours at the present time. This is accomplished by the use of the "Nutter Elevating Machine" by which the cars are raised off the broad gauge trucks, which are then taken away, and the narrow gauge trucks run under the car when it is lowered on them.

It is contemplated that with this change of gauge, which will enable the Grand Trunk Company to interchange rolling stock with roads east and west, and with the very large additional capacity of its own the road will be in a position to handle an almost unlimited amount of traffic, and will be so fully equipped with locomotive power and car stock as to give the country every possible facility in the transport of its products. At the end of October the line between Toronto and Montreal will have been renewed with steel rails to the extent of two hundred and sixty miles, and by the end of 1875, it is expected that the whole road bed, both east and west, will be of steel, a large quantity having already been laid west of Toronto and east of Montreal, in addition to the central district.

The line east of Montreal it is contemplated to convert to the narrow gauge next year, and when this is done the whole line will be of the 4 ft. 8½ in. pattern, thus enabling cars to be interchanged also at Portland, as well as at St. John, Buffalo and Detroit. As soon as this is consummated cars will be interchanged with nearly three hundred railway companies permitting merchandise to be transported all over the continent without breaking bulk.

Of course, during the interruption necessitated by this change of gauge, involving very extensive work, the traffic will be somewhat interfered with; but as soon as everything is in working order again, with a road bed principally of steel, and an equipment in the shape of stock equal to anything in the world; and with the opening of the International Bridge across the Niagara river at Buffalo, enabling the company to compete satisfactorily with other lines, the business must be immense, and the receipts such as to gladden the hearts of the English shareholders and give them renewed confidence in the prospective value of their great Canadian railway property.

Canadian Railway Law.

His Lordship, Justice Morrison, in addressing the jury in a case where damages were claimed against the Grand Trunk Railway for the loss of a trunk and contents, said that no railway company was liable for any loss in this manner other than personal effects. For instance, if a jeweller, in coming from Toronto to Hamilton, should put a lot of valuable gold watches in his trunk, and check it, and it be lost from carelessness, fire or thieving, the Railway Company would be responsible for nothing beyond the trunk itself, unless there was wearing apparel or personal effects therein besides. There are the express lines, or the freight, if one has valuables to send anywhere. In the case we speak of, the plaintiff claimed \$750 for clothing, personal effects, patent office

papers, deeds, etc., but the jury only found for \$145, the proven value of the personal effects in the trunk. The trunk was stolen from a stage in Buffalo, while en route between two railway depots.

Articles of consolidation were filed a short time ago with the Secretary of State of Indiana, between the Chicago and Atlantic, the Chicago and Atlantic Extension, and the Baltimore, Pittsburg and Chicago Railroad Companies. This last named is the company which is now constructing the Baltimore and Ohio Company's line to Chicago. The object of the consolidated company is to build a direct line from Chicago to the eastern line of Ohio, there to connect with a line from that point to Pittsburgh. The capital stock is to be \$400,000, and the general offices will be in Chicago.

The receipts of the Lehigh Coal and Navigation Company from January 1 to October 1, 1873 were: from rent of Lehigh and Susquehanna Railroad, \$827,837; canal tolls, \$435,177; tolls Nesquehoning tunnel, \$19,100; profits on coal, \$260,858—total, \$1,542,972, against \$1,062,889 from same sources for the corresponding period of the previous year—an increase of \$480,083. Less increase in interest, taxes, expenses, etc., \$170,000—making the net increase \$310,083.

A dividend of five per cent was declared on the stock of the main stem of the Baltimore and Ohio Road for the half year ended 30th September last, payable on and after the 15th November proximo, and a similar dividend on the stock of the Washington Branch Railroad, payable on and after the 31st October inst. at the Merchants' National Bank of Baltimore.

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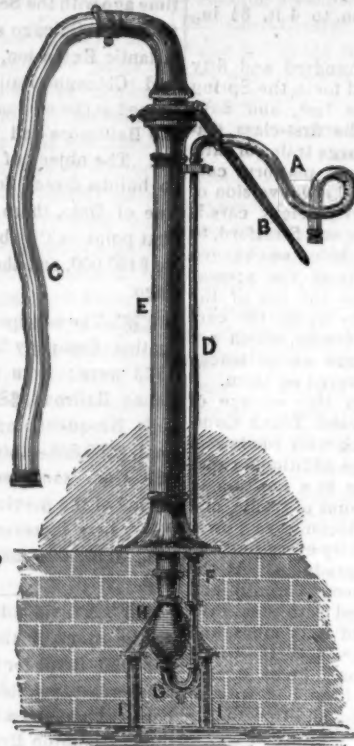
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The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

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**WELLAND CANAL
ENLARGEMENT.****Notice to Contractors.**

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next, For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Race ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6, and 7, are situated between Port Dalhousie and St. Catharines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.

Secretary.

Department of Public Works, }
Ottawa, 4th Sept., 1873. }

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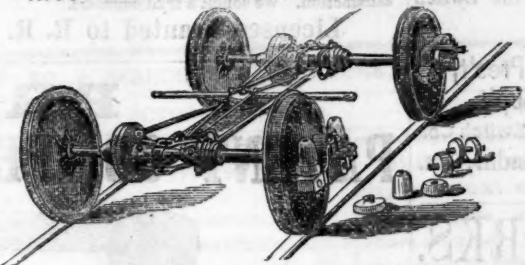
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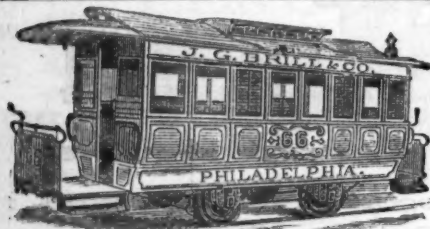
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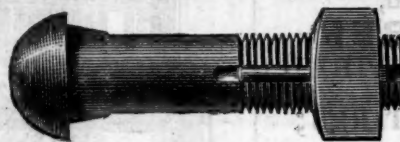
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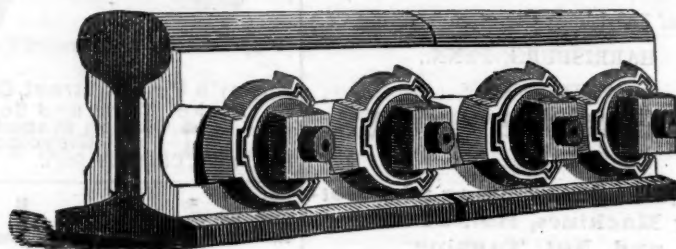
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

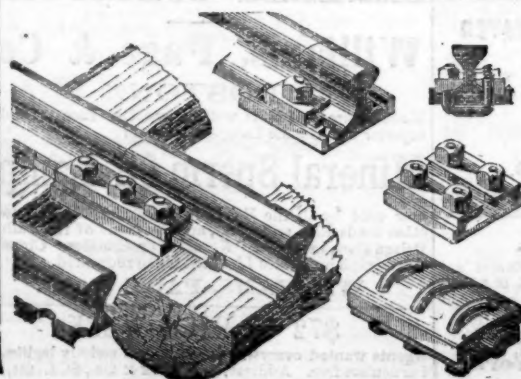
The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.
Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.